

AMERICAN

RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, AUGUST 28, 1858.

Second Quarto Series, Vol. XIV., No. 35.---Whole No. 1,167, Vol. XXXI.

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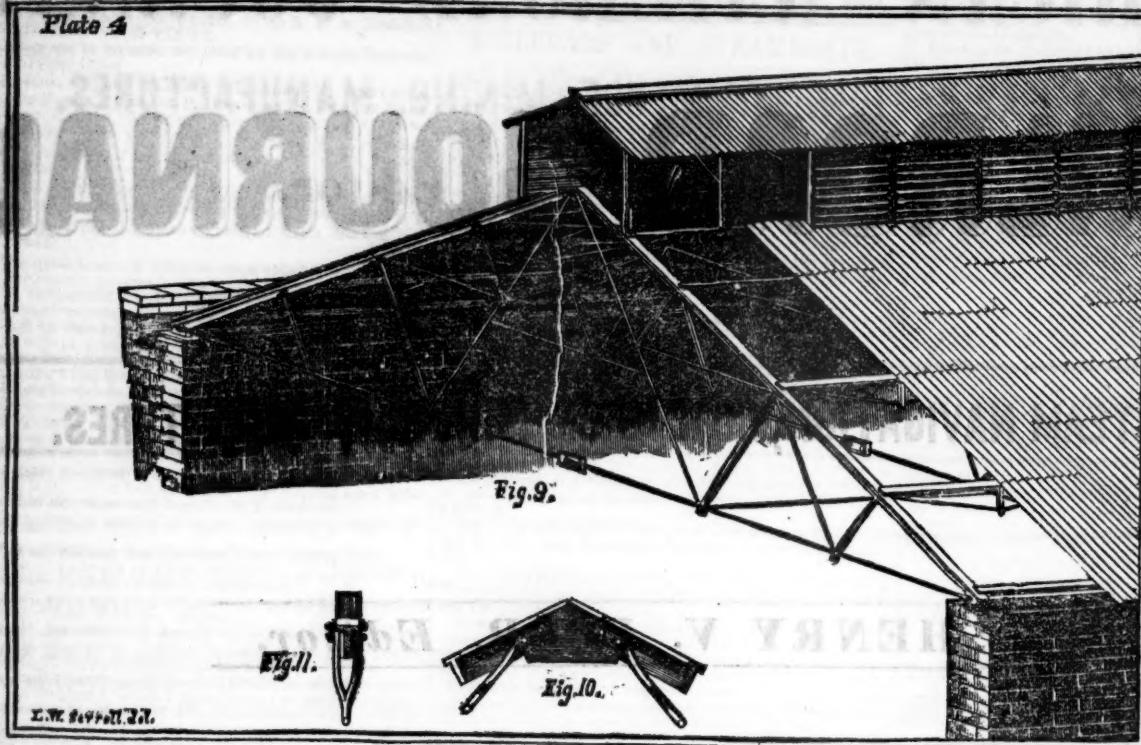
PUBLISHED WEEKLY, BY

JOHN H. SCHULTZ & CO.

Front Room, Third Floor,

No. 9 Spruce Street.

ROOFING.



THE subscribers, manufacturers and importers of **PATENT GALVANIZED TINNED IRON**, respectfully invite the attention of railroad companies and others interested in the construction of Fire-proof Buildings and Roofs, to this material, which is highly recommended for strength, durability, and lightness, combined with elegance in appearance. The advertisers can refer particularly to Roofs they have erected in the New York Navy Yard, also to that of the New Jersey Railroad and Trans. Company, Jersey City. In Great Britain it is used at all the railroad depots and navy yards in enormous quantity. The corrugated sheets, as on the above iron framed roof, are equally suited to lay upon wood framing, either straight, or curved.

Plain sheets are prepared to lay on boarded roofs (such as have had tin coverings) by making a flute on the side so as to fasten to a wood roll, reaching from ridge to eaves and placed between each tier of sheets, see *figs. 6 and 8* below. The transverse joints are secured as shown by *fig. 7*.

Estimates and designs for Buildings and Roofs, &c., &c.

Fig. 6.



1/2 full size.

Fig. 7.



1/2 full size.

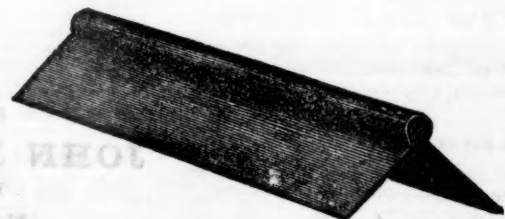
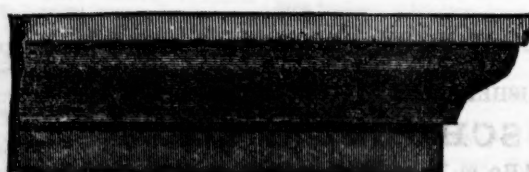
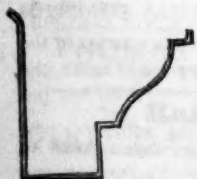
Fig. 8.



1/2 full size.

Galvanized iron Cornices to any size or pattern, Ridge Caps, and Spouts.

TELEGRAPH AND FENCING WIRE, BLACK SHEET IRON, SHIPS' IRON WORK,
LIGHTNING RODS. CORRUGATED. SPIKES, NAILS, &c., promptly galvanized.



MARSHALL LEFFERTS & BROTHER,
No. 57 Beekman st., NEW YORK.

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SECOND QUARTO SERIES, VOL. XIV., No. 35.]

SATURDAY, AUGUST 28, 1858.

[WHOLE No. 1,167, VOL. XXXI.]

MESSRS. ALGAR & STREET, No. 11 Clements Lane, Lombard Street, London, are the authorised European Agents for the Journal.

PRINCIPAL CONTENTS.

Northern Missouri Railroad	545
Tolls on the Erie Canal.....	553, 546
Commerce of the Sandwich Islands.....	547
Journal of Railroad Law.....	548
Southern (Miss.) Railroad.....	549
Tennessee and Alabama Railroad.....	549
A New Cuban Railroad.....	549
Northern Central Railroad of New Jersey.....	549
Mississippi's Wealth and Resources.....	552
The War of the Railroads.....	552
Norfolk and Petersburg Railroad.....	552
Railroad Earnings.....	553
Assessment of Janesville.....	553
Atlantic Telegraph	553
Iron Bridges.....	554
Pittsburg, Ft. Wayne and Chicago Railroad.....	556
Railroads in Texas.....	556

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. NO. 9 SPRUCE ST.

New York, Saturday, August 28, 1858.

North Missouri Railroad.

The following is an abstract of the Fourth Annual Report of the Directors to the stockholders of the North Missouri Railroad Company, for the year ending March 31, 1858.

At the termination of the fiscal year, ending March 31st, 1857, there had been expended, in and about construction, \$2,851,834 62. Since that date there has been expended the further sum of \$1,734,128 30.

The capital stock consists in subscriptions made by counties and individuals, to the amount of \$2,612,100; State Bonds loaned by the State of Missouri, to the amount of \$3,800,000. The Company own a quantity of real estate, part of which was acquired by purchase, and a portion by donations, the aggregate value of which cannot be stated with any degree of correctness.

During the current fiscal year the work has progressed steadily, and the road finished to Mexico, a distance of one hundred and seven miles from St. Louis.

The Company has been compelled (owing to the want of funds) to reduce the forces on the

road, and the work has in consequence been greatly retarded; this course was reluctantly adopted, but was deemed advisable in order to prevent ruinous sacrifices of the Company's securities, and hazarding to some extent the credit of the State, by forcing the sale of the Bonds of the State at little more than one-half their real value.

The work on nearly the whole of the road from Mexico to the crossing of the Hannibal and St. Joseph Road, is being pushed forward with energy, and much of it will be ready for the rails in the course of a few weeks. Iron has been purchased upon most advantageous terms, sufficient to complete the road about twenty-five miles beyond Mexico; the Company it is believed will be able with the means it can command to finish the road to the crossing during the current year.

The following is a statement of the Transportation Account of the North Missouri Railroad Company to the 31st March, 1858:

RECEIPTS.	
Freight	\$60,872 56
Passengers	100,191 67
	\$160,564 23
EXPENDITURES	159,074 40

Balance carried into General Acct. \$1,489 83
The amount of wood on hand is 6,903 cords; estimated value \$16,477 25. The amount of claims against this department unadjusted, and not included in the above statement, is estimated at \$15,000.

The report says:

There is no reason to doubt that this road, when finished to the crossing of the Hannibal and St. Joseph Road, will prove one of the best paying roads in the West; it is located on the elevated lands which divide the waters flowing west to the Missouri River, and those to the east emptying into the Mississippi, penetrating a country which for health, climate and fertility of soil, will compare favorably with any portion of this or any other State; the country along the route contains a population full of enterprise, possessing great wealth, and in point of morals and intelligence, occupies the highest position. A survey of the route from the crossing to the Iowa line has been made. It is confidently believed that the road once finished to the crossing, there will be no difficulty in pushing it forward to the Iowa line.

The General Assembly of Missouri, at the late called session, passed an act which restricts the

sale of Bonds, loaned by the State to the several railroad companies, unless the same could be disposed of at rates equal to ninety cents on the dollar; should the Company be unable to sell said Bonds at the price provided by said act, it may have the effect to delay temporarily the work on the road. It is confidently expected, however, that in a short time the Bonds of the State will appreciate, and that no difficulty will be encountered in disposing of the same, at prices equal to the amount contemplated by the Legislature.

The interest on the Bonds of Missouri has always been met with great promptness, and those familiar with the resources of the State, and the character of its population, have the most unabated confidence in the ability, as well as the determination of the State, at all hazards, to meet promptly all interest maturing on its Bonds, and finally the payment of the Bonds when they shall mature.

The Engineer's Report gives a statement of affairs coming under that department. On the First Division, from St. Louis to St. Charles, 19-2 miles, the maximum grade each way is 45 feet per mile. Very little has been expended on this Division since the date of the last Report. The construction account has been increased by the addition of a small amount for ballasting, some fencing, and an additional turn-table. During the coming year, however, the greater part (if not all) of the trestle work ought to be replaced by more permanent and substantial work.

The value of work done is\$789,230 80
And the work remaining to be done
amounts to 120,000 00

Total cost of First Division.....\$909,230 80

On the Second Division, from St. Charles to the Hannibal and St. Joseph Railroad, 148 miles, the maximum grade, ascending north, is 50 feet per mile; ascending south is 45 feet per mile.

During the past fiscal year, a large amount of grading, &c., has been done on this Division, and about ninety miles of track (including sidings) has been laid down. The rails have reached Mexico, and trains will soon commence their regular trips to that point.

The work on this Division is well advanced, although a large sum will be required to accomplish a final completion.

The grading yet to be done between Mexico and Hudson will cost eighty-five thousand dollars, and the masonry and bridging fifty thousand dollars.

About fifteen thousand tons of rails were originally required for this Division. In the year 1856, nearly seven thousand tons were purchased in London; and, including duties and all other charges, the average cost per ton, delivered on the Levee in St. Louis, was about sixty-seven dollars.

The Report says:

In the month of December last, the State Agents contracted with the Cambria Iron Company, of Pennsylvania, for two thousand tons of rails—the weight to be fifty-eight pounds per yard—the bars to be twenty-seven feet long—the delivery to be made at Pittsburg, on the levee, so as to be conveniently loaded into steamboats—and the price per ton to be forty-one dollars. This is believed to be the cheapest railway iron purchased within the United States during the past year; and the rails of the Cambria Works are ranked among the very best American brands.

The cost of this iron, delivered on the levee in St. Louis, is about forty seven dollars per ton, or twenty dollars per ton less than the cost of the English iron previously used.

The following summary shows the number of rails:

RAILS PAID FOR BY STATE AGENTS.	
	Tons.
English Iron, laid down on hand	6,968
American (Cambria) Iron, laid down on hand, first contract.....	2,007
Do. do. second contract.....	1,255

Total number of tons paid for by the State Agents	10,230
---	--------

RAILS PAID FOR BY THE COMPANY.	
American (Cambria) Iron on hand, second contract	420

Total number of tons paid for and delivered on Second Division	10,650
Total estimated number of tons required ..	14,975

Number of tons yet to be paid for.....	4,325
--	-------

Tons to be delivered under second contract, (Cambria)	1,325
---	-------

Number of tons yet to be contracted for. .	3,000
--	-------

The chairs used on this Division are of wrought iron, and are rolled into the form of a sleeve. They were manufactured by the Phoenix Iron Company, of Pennsylvania.

Cost of Opening to the Hannibal and St. Joseph Railroad.

Grading.....	\$85,000 00
Masonry and Bridging.....	50,000 00
Superstructure, Including Ties.....	\$4,000 00
Iron—4,325 tons delivered on Road.....	249,000 00
Chairs for 30 miles delivered ..	10,400 00
Spikes for 61 miles.....	20,500 00
Preparation of Road-Bed, Distribution of Material not included above, Track laying, &c.....	60,000 00
	843,900 00
Water Stations.....	6,000 00
Fencing through Farms.....	10,000 00
Cattle Guards and Road Crossings.....	5,000 00
Buildings (Depots and Track Shanties) ..	10,800 00
	\$510,700 00

The corrected estimates for this Division show the value of work done to be.....\$2,888,895 40
This includes \$658,526 98, (expended by the State Agents for rails

and chairs,) which is not included in the Treasurer's statement.
Value of work remaining to be done. 1,764,000 00

Total cost of Second Division..\$1,652,895 40
The Third Division is from the Hannibal and St. Joseph Railroad (Hudson) to the Iowa State Line, 63.27 miles.

The line on this part of the road has been located.

The following is the estimated cost of the located line, viz:—

Total cost of Third Division.....\$1,886,000 00

Revised estimated cost of the whole work.

First Division	\$909,230 30
Second do.	4,652,895 40
Third do.	1,886,000 00
Machine shops and tools	135,600 00
Improvements at Missouri river for crossing freight	60,000 00
Engineering	240,000 00
Land damages and real estate	300,000 00

Total cost of road.....\$8,183,725 70

Rolling stock:	
19 locomotives and tenders.....	\$199,500
25 passenger cars	67,500
8 mail and baggage cars..	14,400
160 platform cars	104,000
200 house and cattle cars ..	155,000
150 gravel cars.....	25,000
40 hand cars.....	4,000
	569,400 00

Total.....\$8,753,125 70

The value of the amount of work done and property acquired is as follows:

First Division	\$789,230 30
Second do.	2,888,895 40
Third do.	
Machinery and tools	24,023 92
Machine shops and engine houses ..	8,163 24
Engines and tenders	117,965 63
Passenger and baggage cars	34,112 34
Freight cars	143,048 18
Gravel and iron cars	6,358 13
Hand cars	1,427 49
Tools for trains	107 80
Engineering, including office expenses and stationery	170,618 82
Land damages and real estate	230,150 69

Total.....\$4,414,101 94

The following is a statement of the expenditures, assets and liabilities of the North Missouri Railroad Company, to March 31, 1858.

EXPENDITURES.

First Division.	
Grading	\$420,524 84
Masonry, superstructure, etc.....	372,191 41
	\$792,575 25

Second Division.	
Grading	\$1,446,387 92
Masonry, superstructure, etc.....	782,426 08
	2,229,813 00

Engine, tenders and cars.....	169,136 66
Discount on bonds, etc.	1,394,438 01

Total expenditures.....\$4,585,962 92

ASSETS.

Cash.....	\$11,938 31
Bills receivable.....	1,197 00
Bonds in the hands of Fiscal Agent	392,000 00
Bonds in the hands of Treasurer	120,000 00
Due by stockholders	414,319 25
Due by agents	4,910 06
	944,364 62

\$5,530,327 54

LIABILITIES.

Capital stock	\$2,612,100 00
State of Missouri	2,600,000 00
Fiscal Agent	246,988 84
Contractors	49,082 47
Bills payable	2,826 19
Forfeited stock	17,611 12
Transportation, etc.	1,489 83
Sundry balances	229 09

\$5,530,327 54

The directors and officers, for 1858, are:

Jno. D. Coulter, P. S. Lanham, Isaac H. Sturgeson, P. T. McSherry, G. W. Dyer, Hancock Jackson, Gerard B. Allen, J. C. Edwards, J. W. Thornburgh, J. C. Vogel, D. E. Bryan, J. W. Minor, Thos. B. Hudson, *Directors.*

THOS. B. HUDSON, *President.*

P. S. LANHAM, *Vice President.*

ROBERT WALKER, *Chief Eng'r and Supt.*

ARTHUR KEMPLAND, *Secretary and Treasurer.*

Circular.

STATE OF NEW YORK, CANAL DEPARTMENT, Albany, July 15, 1858. }

SIR:—I have taken the liberty of addressing to you several questions, for the purpose of ascertaining certain facts which it is supposed may be useful to the Canal Board of this State, in graduating the tolls upon the Erie Canal.

Formerly the toll upon merchandise was four mills per 1,000 pounds per mile—last Spring it was reduced to two mills.

By this reduction the toll is brought down to \$1.41 upon a ton of 2,000 pounds from Albany to Buffalo, a distance of 352 miles, which is less by \$1.41 than the toll has been on a ton of merchandise for the same distance prior to 1858.

By this reduction of one-half in the rates of toll on merchandise, it is supposed that goods may be transported through this channel, for a region of country much more extended than that which has heretofore received its supplies of merchandise from New York.

The toll upon wheat, flour, beef and domestic distilled spirits has heretofore been 3 mills per 1,000 pounds per mile, or \$2.11 per ton from Buffalo to Albany.

In March last wheat and flour were reduced to 2 mills per 1,000 pounds per mile; making the toll on a ton of 2,000 pounds, \$1.41 for the same distance; and the toll on beef was reduced at the same time from 3 to 1½ mills per 1,000 pounds per mile; the same as the toll on pork and cheese now is, and has been since 1852. The toll on most all other agricultural products of the United States has been and now is 4 mills per 1,000 pounds per mile, or \$2.82 per ton of 2,000 pounds from Buffalo to Albany.

If you should find it convenient to comply with the request which is herein made, it is only desired that you answer the questions which are applicable to your section of the country; as the questions refer as well to those who receive their goods through the Ohio, Pennsylvania, and Indiana Canals, as to those who send their produce to, and receive their merchandise at some point upon one of the great western lakes, either by canals or railroads.

At what place do the products of your section of the country find a market; by lake and canal or railroads; what is the distance to market; what is the mode of transportation, by water or railway, or a part of both, and how much by each; and what are the principal commodities which are sent to market?

From whence is the merchandise principally obtained for the supply of your place and its vicinity? What is the distance from the point obtained by railroad or canal, and what the cost of transportation per 100 pounds by each mode of transportation?

Where is the salt for your section of the country obtained, and what is the price of it per barrel or bushel?

Are there any salt springs, lead, coal (of what kind?) iron ore, etc., in your region? If so, at what distance from waters which are connected by navigable communication with Lake Erie? Would any of the products of your region bear transportation to market through the Erie canal by a reduction of tolls, or an increase over the present rates which now find market in another direction; and what must be the reduction to effect the object? Are the goods for your section of the country purchased at the place where the produce is marketed?

Are there in progress in your region, canals or railroads, or other improvements, the tendency of which will be to open more favorable channels to market than those now enjoyed; or to affect, favorably or unfavorably, the present channels of transportation; if so, please state the points of commencement and termination?

The following questions have reference to those places which are supplied with merchandise, etc., through the Ohio, Pennsylvania, and Indiana canals, or the Mississippi or Ohio rivers.

What is the cost of transporting 100 pounds of merchandise from Pittsburgh or Cincinnati to your place? What is the distance from Cincinnati to Pittsburgh? Is the route by railroad or water, or a part, and how much of each? What is the cost of transporting merchandise from New Orleans to your place and what is the distance? And what point on the Mississippi, Ohio or other waters, is the merchandise for your place landed; and what is the distance, if any, of land carriage by railroad or otherwise?

The following questions apply to those places which find a market, and receive their merchandise through some of the Western lakes, or by railroads connecting with ports or places on those lakes.

At what point on Lake Erie, Lake Huron, or Lake Michigan is the merchandise for your place received?

What is the cost of freight per 100 pounds, from Buffalo, Oswego, or Ogdensburg, to the place of landing by water, and what is the cost of freight, per hundred pounds, from New York, Albany and Buffalo, by railroad?

What is the distance from the landing place on the lake, to your place, and what is the cost, per 100 pounds, of such transportation?

Is there for any portion of the distance, water, communication from the lake to your place; and if so, what description of boats are used?

Does the Onondaga salt find its way into your region, and if so, what is the cost of it at your place, or at the point which it reaches?

What is the cost per ton of transporting the principal products of the country from your region to market, and how great the distance by water, lake and canal, and by railroad?

What is the price of those products in market, and what is the price at your place?

Are any of the products of your section taken to Montreal, through the Welland canal, or by the Canada railroads and if so what is the cost of transportation by each route? Do your merchants who carry produce to Montreal purchase any of their goods there; and if so, what kind?

What are the kinds of the principal products which are sent to any market from your region?

What is the distance to market from Chicago, Cleveland, Columbus and Cincinnati by railroad, by the way of the Baltimore and Ohio railroad, and the Pennsylvania railroad; and what is the price of transportation, per 100 pounds of merchandise and produce over either of those routes, and of flour per barrel, distinguishing the difference in price, if any, between the opening and close of lake, river and canal navigation?

What is the distance to the Atlantic market from Chicago, Milwaukee and Detroit by railroad, over the Great Western and Grand Trunk railroads, Canada, and what is the price of transportation, per 100 pounds, of merchandise and the products of your section by these routes, and of flour per barrel, distinguishing the differ-

ence in prices, if any, between the opening and closing of lake, river and canal navigation?

Any facts or suggestions in addition to those referred to in the foregoing questions, which in your judgment, will aid the general object of these inquiries, will be thankfully received, and the favor will be reciprocated, should an opportunity be presented.

I am, very respectfully, yours,
N. S. BENTON, Auditor.

Commerce of the Sandwich Islands.

The position of the Sandwich Islands, and their being the refitting station for our Pacific and Indian whaling fleets, give to them a prominence which the amount of trade does not seem to warrant. As the whaling rendezvous, it is interesting to note their commercial progress, as an index of the growth of one of the most important branches of our marine. The fact that the Sandwich Islands are on the California and India route, also adds to their importance.

The present condition of the Islands is shown by the following financial exhibit for the two years ending March 31, 1858:

Cash in Treasury, April 1, 1856.....	\$28,096
Receipts for two years ending March 31st, 1858	639,042
	\$667,138
Expenditures same period	666,788
Balance in Treasury, March 31, 1858	\$350
The liabilities of the Treasury, March 31, 1858	\$60,679
The assets of the Treasury, March 31, '58	7,301
	\$53,378

This shows a small debt, but not as prosperous a condition of the Treasury as could be hoped for. The deficit is not, however, proportionably larger than that of the United States for the same period.

The imports for the two years ending December 31, 1857, have been as follows:

In 1856	\$1,152,412 99
In 1857	1,130,165 41
	\$2,282,578 40

The exports for the same period have been as follows:

In 1856, of for'gn goods, \$204,545 88	
Do. domestic do. 378,998 34	
	\$583,544 22
In 1857, of foreign g. \$222,222 19	
Do. domestic goods, 423,303 91	
	645,526 10
	1,229,070 32

Showing the excess of imports to be, \$1,053,508 08

The imports for the last five years were as follows:

1853	\$1,281,951 18
1854	1,896,786 24
1855	1,306,355 89
1856	1,152,412 99
1857	1,130,165 41

The exports for the same years were as follows:

1853, of foreign goods. \$191,397 66	
Do. domestic do. 281,599 17	
	\$472,996 83
1854, of foreign goods. \$311,092 97	
Do. domestic do. 274,029 70	
	585,122 67
1855, of foreign goods. \$297,859 82	
Do. domestic do. 274,792 67	
	572,652 49
1856, of foreign goods. \$204,545 88	
Do. domestic do. 378,998 34	
	583,544 22
1857, of foreign goods. \$222,222 19	
Do. domestic do. 423,303 91	
	645,526 10

It will be seen from the above statement of imports and exports that the state of foreign trade has materially improved during the last two years, for while the imports in 1856 and 1857 were \$420,563 78 less than those of 1854 and 1855, exports of domestic goods during the former years were \$253,479 88 more than those of 1854 and 1855. This proves that during the last two years the productive powers of the kingdom have been increasing rapidly.

The navigation returns for the past two years have not been made up, but we find that for 1855 and 1856 the arrivals of vessels were—

	National Vessels.	Merchant Vessels.	Tonnage.	Number Whalers.
1855....	13	154	51,304	463
1856....	9	123	42,213	366

The moderate success of the whaling fleet for two years, and the low price of oil for the past year, have been fully compensated by the extraordinary high price of bone, so that in some vessels the return from bone was almost equal to that of oil.

The revenue of the different Islands for the two years ending March 31, 1858, is shown as follows:

Revenue from Oahu.....	\$474,347 94
Do. Maui.....	78,745 02
Do. Hawaii....	65,080 37
Do. Kauai....	20,867 90
Total revenue	\$639,041 23
Expenditures on Oahu	\$517,185 99
Do. Maui....	67,472 33
Do. Hawaii....	55,015 69
Do. Kauai....	27,114 82
Total expenditure....	\$666,788 83

The cash on hand April 1st, 1858, was \$349 24
The estimated receipts for the two years ending March 31st, 1860, are 592,671 00

Total resources.....\$593,020 24

The estimated expenditures for the same period amount to.....\$736,087 88

To which add balances of appropriations of 1856, due and unpaid March 31, 1858.....2,579 04
738,666 92

Leaving the sum of.....\$145,646 62
excess of estimated expenditure over estimated receipts.

These estimates are based upon the Tariff and rates and taxation now existing. Under the provisions of the New Code, (if passed,) the revenue from taxes and other sources, will be somewhat increased. The ratification of the new French Treaty, too, will bring into force the new Tariff Bill, passed at the session of 1855, by which the revenue from duties will be still further augmented.

It is as indisputable as creditable to the enterprise of our whalers that our whaling marine is the only one that is increasing, and our whalers of late years have stated that the only probable exception to this in the future is with the Sandwich Islands, the ships from which have shown an enterprise and met with success only equalled by the American vessels. In our last files from these Islands we find the report of the Minister of Finance contains this statement:

"Another interest which has lately sprung up amongst us, and which promises to become of the highest importance to the kingdom, deserves also your attentive consideration. I allude to Hawaiian whaling. Our whaling fleet now numbers fifteen vessels. Our proximity to the whaling grounds, and our facilities, present and prospective, for the fitting out of whale ships, are likely to attract to us foreigners possessed of the capital, skill and resources necessary for the successful prosecution of this profitable branch of business. I need not remind you that any increase of our capital from foreign sources is, in a national point of view, as

valuable to us as if it belonged to our own people, for if invested in this business, it must necessarily lead to an increased demand for all those of our products which are employed in it, thereby furnishing for our own people that best of all markets—a home market. It will be for you to inquire into the propriety and expediency of encouraging this business amongst us by giving Hawaiian sailors in vessels under the Hawaiian flag, some privileges and exemption not accorded to them when sailing under the flags of other nations."

The whaling vessels from the United States have brought in better returns than any branch of shipping, and we learn that from New Bedford and New London there is an activity unknown in the ship-yards of other ports.—*Cour. and Eng.*

Journal of Railroad Law.

PASSENGER CARRIERS.—LIABILITY FOR WILFUL MISCONDUCT.

(Conclusion of Judge BOSWORTH's opinion in *Weed vs. the Panama Railroad Company.*)

Passengers are not unfrequently injured by the improper position in which a switch is left, or by a train being started forward on a single track, when a train is overdue from the opposite direction. Do the rights of injured passengers in such cases depend upon the question, whether the switch was left out of place, or the train started prematurely, in consequence of the mere inattention of the agent of the company?

It is settled law, that if the act resulted from negligence, the carrier is liable if the act was one of intentional dereliction from duty, and done with knowledge that the passengers were thereby exposed to new and great hazards.

If wilful misconduct of the agent of a passenger carrier, in the mode of transacting the business of the principal, will exonerate the latter from all liability to the passengers for their injuries they may receive from such misconduct, then what is the true limitation of the rule?

If, in this case, the act of wilful misconduct resulted from feelings of hostility to one of the two lines of steamers running between Aspinwall and New York, and if done to diminish its chances of obtaining the carrying to New York any of the passengers in that train, would the defendant be absolved from liability?

If the motive, which produced the act, was devoid of ill-will towards the passengers, and contemplated no injury to them beyond the mere inconvenience of being in the cars all night, while the conductor was comfortably lodged at Obispo, and in order that he might be so lodged, is the defendant exempt from his liability? If the motive was ill-will towards the passengers, and the act was done from a deliberate and perverse purpose, to expose them to the danger of contracting disease, either from such exposure in a rainy night, or from the unhealthiness of the spot in which the cars were left, is the defendant without liability for the act? And must the motive be such as last supposed; that is ill-will towards, or a purpose to hazard the safety of the passengers, in order to exonerate the defendant from all liability for the acts of its agents?

It would be in the highest degree detrimental to the public safety, to establish the rule, that passenger carriers are not liable for injuries caused to their passengers, by the deliberate and intentional misconduct of the carrier's agent, in the mode of conducting the business of the principal.

Every known disobedience of a general regulation, or special order of a railroad company, may

properly be denominated wilful misconduct. In most cases, the agent so disobeying, is conscious, at the time, that he is exposing the passengers to greater, and often, to imminent hazards.

In such cases, the carrier has failed to perform the duty of doing all that human care and foresight could do for the safety of the passengers. By the statute of this State, a carrier of passengers, who conveys passengers upon any turnpike road or public highway, is liable to the party injured, in all cases, for all injuries and damages done by any person in his employment, while driving the carriage of the carrier, whether the act be wilful or negligent, or otherwise, in the same manner as such driver would be liable. This act by its terms, relates only to carriers of passengers, upon turnpike roads or the public highway. Its existence, however, illustrates the rules which public policy, in the view of it entertained by this State, requires should be enforced. That act makes the passenger carrier, to whom it relates, liable, not only to his passenger, but to all others, for any injury of the agent, while driving the carriage of his principal as well when his misconduct is wilful as when it is merely negligent. These defendants were incorporated by the Legislature of this State.

There is nothing, in any adjudged case, nor in the nature and extent of the duty which the carrier owes to his passengers, nor in the principles of public policy, acted upon in this State, sanctioning the principle that a railroad company is not liable to its passengers for the wilful misconduct of its agent, in his mode of running the cars confided to his care and control.

A carrier of merchandise is responsible for any injury to it caused by the wilful trespass of his servants during its transportation.

Can any reason be assigned, why the liability of a passenger carrier should not be the same, in respect to any injury to the person of the passenger, caused by the servant of the carrier; in the course of his employment as such, or while the passengers are subjected to his care and direction, for the purpose of being conveyed to their destination?

Passengers being sentient beings, capable of, and at times, determined upon locomotion, while the cars are running, their own negligence or rash conduct, in some instances may contribute as much to a casualty which injures as the negligence of the carrier, or of his agents.

But when a passenger, in the course of his passage, is injured solely by the act of a servant, to whose care and control the passengers, and the cars containing them, are confided; and under circumstances making it impossible by the exercise of any discretion on the part of the passengers, either to prevent the wrongful act, or to mitigate its injurious consequences, why should the carrier be exonerated, on the ground of the wilful or malevolent purpose of his agent, when his liability would be unquestionable, if the injury had been to property, instead of persons?

But it is not necessary to apply so stringent a rule of liability, to entitle the plaintiff to a judgment on the verdict. I do not think, that the form of the verdict necessarily affirms that the conductor stopped and left the train where and as he did, from a design to injure passengers, or believing that either of them would contract any

disease in consequence of it. No such position appears to have been taken at the trial, and, therefore, no such fact is necessarily affirmed by the verdict. It was insisted at the trial, that the conductor designedly left the train at the Barbacoas switch, having that intention when he left Obispo. The verdict, undoubtedly finds, that the act did not result from mere misjudgment or negligence in not informing himself as to the condition of the road, and that the train could be safely passed over it that night. It does not necessarily affirm more than that he deliberately disobeyed the orders of the company, or consciously or perversely disregarded his duty, for the mere purpose of consulting his own ease and comfort for the night, regardless of that of the passengers.

We do not think, that any consideration of public policy, or the proper application of any well settled rule of law justifies us in holding, that the defendant is not liable to a passenger for the injuries caused by such misconduct.

The only question left relates to the damages. What rule of damages was given by the court to the jury is not disclosed by the case.

Whatever it was, no exception appears to have been taken to it. The plaintiff's counsel insisted that exemplary damages might be given, if the conductor wilfully misconducted himself in leaving the train at the Barbacoas switch. The defendant's counsel insisted, that there was no liability on the part of the corporation, if that fact should be found by the jury. There is nothing in the case from which it can be inferred that the court instructed the jury, that in their discretion they might find exemplary damages, in case they also found the fact of wilful misconduct, but could not, if they found his conduct to be merely negligent. There is, therefore, not only no exception to any ruling of the Judge at the trial in respect to this matter, but there is nothing to show what instruction was given. The only inference that can be drawn is, either that the Judge told the jury, that whether they found the act to be one of negligence, or of wilful misconduct the rule of damages was the same, and that no heavier damages could be given in the latter case than in the former, or that he submitted the special questions with such remarks as were satisfactory to the defendant's counsel, or that the jury were left by common consent, to assess the damages at such amount as they might deem to be just.

A new trial cannot be granted, therefore, on account of any erroneous instruction to the jury, in relation to the damages. We are not asked to grant it on account of excessiveness of damages. No point was taken at the trial, or on the argument of the appeal, that damages were asked, or have been given for any cause besides the injuries to, and sufferings of, Mrs. Weed.

Judgment should be entered for the plaintiffs on the verdict.

NO REDRESS FOR STRAY ANIMALS KILLED ON A RAILROAD.

COURT OF APPEALS.—MARYLAND.—Baltimore and Ohio Railroad Co., appellants, *vs.* William Lamborne, original plaintiff. On this appeal it was held that railroad companies in Maryland are not responsible for injuries done to cattle and stock by their cars, in any case in which cattle, etc., are on the railway track through any negligence or fault on the part of the owners of them; that the owner of cattle is bound to keep them in

an enclosure or in custody at his peril; for every entry of them on another's possessions is a trespass, and this law applies as well to the intrusion of cattle and horses upon the land over which a railroad company is entitled to its franchise, as to the property of a private owner.

Southern (Miss.) Railroad.

We learn that W. C. Smedes, Esq., President of the Southern Railroad Company, has left for Georgia and the Northern cities, and probably for England, on business of importance connected with the Southern Railroad. Mr. Smedes is actuated by a most worthy ambition to build the Southern Railroad as expeditious as possible, and fortunately for the Company and the great public interests that will be benefitted by the completion of his road, he is made of the right material to achieve any possible success. Added to the important qualities of high character and prepossessing address, he is a man of rare and commanding talent, combined with indomitable energy and perseverance; to struggle with, and overcome difficulties is his forte, and stubborn and extraordinary must they be if he does not surmount them.

We learn that his great object is to negotiate the first mortgage bonds of his Company, amounting to \$500,000, which will give him the means of putting under contract the entire line of his road, and have it finished and equipped for business within two years. It is thought that capitalists will regard these bonds with high favor, as their security is ample, and of the most unquestionable character—indeed, we have no doubt of his perfect success.

Not only the city of Vicksburg and State of Mississippi, but the three cotton States East of us, and Louisiana and Texas are directly and deeply interested in seeing the speedy junction of the Southern Road with the great system of railroads in Alabama, Georgia, and South Carolina. That system of roads connected with the Vicksburg and Shreveport Road, will constitute the *Great Cotton Railroad of the South*, passing, as it will, through the finest belt of cotton land that the sun shines on, and in the short space of five years, emigration from the old States to the fertile and cheap lands of Louisiana and Texas, with the consequent travel to and fro, will give rise to a stream of travel over this chain of roads, and an amount of trade that are not now dreamed of.

Again we express the sincere hope that Mr. Smedes may be eminently successful in making the most favorable disposition of the mortgage bonds of his Company, and that his Atlantic voyage may be as agreeable to him, as he trusts it will be useful to the public.

George H. Hazlehurst, Esq., late Chief Engineer of the New Orleans, Jackson and Great Northern Railroad, has been appointed to the post of Chief Engineer and General Superintendent of the Southern Road, and that he has accepted the post and entered upon the discharge of his duties.

With regard to Mr. Hazlehurst's appointment as a most important step towards the sure and speedy completion of the road. We have not doubted for a moment since the road fell into the hands of the present organization, its ultimate construction. But we consider the connection of Mr. Hazlehurst with the Company, in the double position of Chief Engineer and General Superintendent, which he now fills, an affirmation on his part, not merely that he has confidence that the road will be built, but also that he believes it will be, when built, an important road, which will add, in his identification with it, to his name and fame as an engineer. The Company have now eighty-three miles of completed railway, extending from Vicksburg to Morton, in Scott county, and have sixty miles yet to build to reach the Mobile and Ohio road—a large portion (about twenty-five miles) of which is already under contract. The position of Mr. Hazlehurst, it will thus be seen, is no sinecure, and it is well for him and the Company that he brings to the discharge of the varied duties that will devolve upon him such unquestioned ability.

During the past eighteen months the office of Chief Engineer has been filled by Major H. E.

Barnes, and that of General Superintendent by Charles Williams, Esq. Mr. Barnes has built a beautiful piece of road from Brandon to Morton, creditable to his skill as an engineer, and a moderate cost to the Company. He retires from his position with the good will and respect of the Company.

Mr. Williams, we are pleased to learn, still remains with the Company in the post of Master Mechanist, for which he is eminently qualified, and which is the position second only in importance to that of General Superintendent. Mr. Williams has exhibited great energy, ability, and fidelity in the service of the Company, and we have heard but one opinion among those who knew him, that of un-mixed satisfaction at his agreeing to remain in the service of the Company.—*Vicksburg Whig*.

Tennessee and Alabama Railroad.

At an election held at the office of the Tennessee and Alabama railroad, in Franklin, Tenn., on Tuesday, the 3d inst., for the election of fifteen Directors, to manage the affairs of said road for the ensuing twelve months, the following gentlemen were chosen, to-wit:

Thos. F. Perkins, C. W. Nance, of Davidson; W. P. Cannon, Dr. Saml. Henderson, Jno. McGavock, Dr. B. M. Hughes, Philip W. Baugh, M. G. L. Claiborne, H. G. W. Mayberry, C. H. Kinnard, W. O'N. Perkins, Jno. Marshall, Jno. S. Claybrook, Wm. Park, of Columbia, and Martin Stockard, of Mt. Pleasant.

At a subsequent meeting of the Directors, John Marshall was re-elected President; Robert H. Bradley, Secretary; Frank Hardeman, Treasurer, and W. O'N. Perkins, Superintendent.

A New Cuban Railroad.

Our readers will be pleased to learn that the spirit of improvement and progress was never more rife in Cuba than at the present time. Railroads are all the rage, and we observe that they are mostly constructed, and the rolling stock entirely furnished by American skill. A noble depot has been completed at Reglas for the new road from Havana to Matanzas, which, when finished, will prove of great public benefit, as the traveler may proceed by it to the latter place before breakfast, and, after remaining for the day, return to Havana in the evening. As an account of the facilities and style of this road will naturally interest our merchants who trade with the Queen of the Antilles, we subjoin an extract of a letter published in the Savannah (Ga.) *Republican*, and dated from the island metropolis, on the 25th ultimo. The writer first examined the railroad depot at Reglas, which was constructed by Sheppard Reynolds, Esq., an architect of New Orleans, and he says:

"Imagine how surprised I was on stepping from the steam ferry boat, at finding, where before stood an ugly oblong warehouse, an elegant gothic building, nearly 300 feet in length and about 60 feet in breadth. The painted doors and windows are all of solid mahogany. I was received by Mr. Edmond Slater, of Newark, N. J., the master of the machinery, who kindly acted as my cicerone. The first things which attracted my attention were two new splendid locomotives, called 'the Marquis de la Habana,' and 'Jacinto G. Laninaga.' They were built at Patterson, N. J., and each weighs eighteen tons. There is, I was told, a third locomotive, the 'Edward Fesser,' built at Philadelphia, which was then employed on the line. Entering one of the first class passenger cars, I was delighted with its admirable ventilation and general comfort and elegance; the paintings on the panels are perfect gems of art, and had time permitted I could have passed three or four hours in examining these really beautiful pictures. The cars were built by William Cummings, of Jersey City. After this, I walked a few hundred yards on the railway, and could not avoid observing the great firmness with which the rails are laid. The rails, themselves, too, possess uncommon strength, weighing no less than 68 lbs. to the yard.—*Philadelphia Ledger*.

Northern Railroad of New Jersey.

The Northern Railroad of New Jersey skirts the western base of the Palisades, from a point where it connects with the Erie road, $3\frac{1}{2}$ miles west of the Jersey City depot, to Piermont. Its total length will be a fraction short of 22 miles. Persons who have been on the ground cannot have failed to observe how gently this ridge of hills slopes to the westward, affording an excellent prospect of the surrounding country. For a few miles above the lower junction the bottom lands are swampy, and the view is sufficiently dreary; but on reaching English Neighborhood, a settlement six or eight miles higher up, the fens are replaced by beautiful meadows, through which runs the Overpeck Creek, a navigable stream, while further to the westward arise successive ridges of hills, their summits crowned with luxuriant woods. Nothing but superior communications with New York was needed to make this neighborhood attractive to that large class of our population doing business in the city, but preferring to reside in the country. In 1852-3 a number of Bergen County farmers, feeling the want of a railroad, made application to the Legislature, and obtained a charter authorizing them to go on with this improvement. Owing to various obstacles, however, the Company was not organized until March, 1857, when the sum of \$150,000 having been subscribed as stock, a Board of Directors was chosen. Last summer negotiations were opened with the Erie Company for the use of a part of their track including the Bergen Tunnel, when completed. The necessary surveys were made under Mr. Wm. Sneed, the Company's Chief Engineer. In January last the work of grading, bridging, track laying and equipping the road was let to Seymour & Tower, contractors, for the sum of \$330,000, or \$15,000 per mile, for a single track. The work of construction was commenced in the spring at various points, and already more than two-thirds of the road has been ready for the ties. It is expected that the track will be ready for the superstructure in the latter part of October, by which time the iron, already contracted for, will have arrived.

For the first 12 or 15 miles, the road is remarkably straight and level, keeping at an average distance of about 1,000 feet from the higher grounds. Only one short cutting, of not more than 20 feet in depth, will be necessary on this part of the line. A short distance north of Fort Lee turnpike, a grade of 42 feet to the mile has been established for a short distance. The summit is only 60 feet above tide-water. Beyond this point, the route diverges to the westward, and keeps at a distance of one or two miles from the Palisades, almost to the State line, where it again carries gently to the eastward. A junction is made with the Rockland Branch, at Blanch's Station, about a mile west of Piermont.

When the road is completed it will pass into the hands of Messrs. Seymour & Tower, as lessees, who are to run it for ten years. We are informed that compensation is sufficient to pay interest on the bonds and a dividend of 5 per cent. to the stockholders. In addition to the stock taken (\$151,400), the Company are authorized to issue \$200,000 in bonds. These bear 7 per cent. interest, but it is not believed they will make their appearance in Wall-street, being absorbed by the wealthier farmers along the line. The present officers of this Company are: Messrs. Thomas W. Demerest, President; John Van Brunt, Secretary and Treasurer, and Wm. Sneed, Engineer.

Already the spirit of improvement is beginning to show itself at various points upon the route. In Weehawken a good number of new streets have been graded or marked out. At other points we hear of property changing hands in large quantities. At one point 600 acres of uplands have been purchased by a party of New-Yorkers. In a few years, doubtless, this portion of New Jersey will become one of the most populous in the State. The overflow of New York population seeking that State has hitherto gone in the direction of Newark, Elizabeth and other places toward the south. Hudson and Bergen Counties now present their claims for a share.

Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	
Atlantic & St. Lawrence	149	2,494,900	3,482,000	5,976,900	575,483	83,368	6	---	Brunswick and Florida, Ga.	80	151,887	463,648	538,649	In progr.	---	---	---	---
Androscoog & Kennebec	55	467,909	1,335,308	2,210,947	169,518	---	---	---	South Western	92	1,399,100	441,292	1,716,731	365,214	199,897	8	---	---
Kennebec & Portland	72	1,107,526	1,763,738	2,871,264	218,255	---	---	---	Tennessee and Alabama	30	309,754	626,889	679,906	53,778	29,405	---	---	---
Portland, Saco & Portland	91	1,306,400	---	1,306,400	263,717	120,909	6	16	Tennessee and Mississ.	59	70,328	468,384	1,189,652	113,802	87,210	---	---	---
Boston, Concord & Montreal	63	1,800,032	1,104,586	2,904,618	329,767	174,025	---	---	Memphis and Charleston	237	2,228,177	3,496,288	5,572,470	642,022	334,504	---	---	---
Oshesire	53	2,085,925	899,313	3,179,687	355,629	113,077	---	---	Mobile and Ohio	224	6,784,839	2,066,459	10,701,429	564,382	278,428	---	---	---
Quebec	86	1,500,000	8,242	1,412,676	317,050	126,664	4	44	Miss. Central	100	1,576,474	926,796	2,508,098	264,255	150,739	---	---	---
Northern, N. H.	82	8,068,400	406,286	8,068,400	365,850	166,986	4	44	Southern (Miss.)	82	1,000,000	1,400,000	2,400,000	284,178	127,450	---	---	---
Quebec & Passumpsic Riv.	90	1,000,000	800,000	1,784,146	177,588	73,401	---	---	N. O., Opelousas & G. W.	80	2,800,000	750,000	3,577,526	284,178	127,450	---	---	---
Quebec & Burlington	117	2,233,376	4,158,389	6,391,765	384,125	77,201	---	---	N. O., Jackson & N.	130	4,035,000	1,315,610	5,350,000	189,003	---	---	---	---
Vt. Central & Lowell	25	1,800,000	438,920	2,238,920	455,363	171,332	6	50	Vicksburg, Shreveport & Tex.	20	861,293	4,447	861,221	---	---	---	---	---
Boston and Maine	74	4,076,974	50,000	4,226,974	849,560	357,477	6	92	East Tennessee and Ga.	111	1,192,974	1,738,669	2,703,428	227,863	104,992	---	---	---
Boston and N. Y. Central	43	2,240,300	1,673,589	3,913,889	267,170	111,332	6	80	East Tennessee and Va.	43	626,075	1,728,664	3,208,138	61,344	36,062	---	---	---
Boston and Providence	74	3,160,000	239,720	3,399,720	534,458	245,194	6	86	Nash. and Chattanooga	169	2,263,905	1,532,799	3,896,703	641,552	219,287	---	---	---
Boston and Worcester	44	4,500,000	599,974	5,099,974	1,019,149	388,613	6	90	Ovington & Lexington	98	1,384,880	3,065,917	4,091,604	426,408	220,908	---	---	---
Cape Cod	47	681,690	291,007	972,697	122,960	89,899	---	49	Lexington and Frankfort	29	439,055	156,899	658,255	95,807	45,719	6	---	---
Connecticut River	50	1,591,110	276,772	1,867,882	276,772	65,095	3	44	Lexington and Danville	13	694,444	71,000	765,500	---	---	---	---	---
Eastern, Mass.	60	2,583,400	2,441,573	5,024,973	616,156	272,479	4	47	Louisville and Frankfort	65	698,236	669,061	1,367,297	238,085	110,440	6	---	---
Fitchburg	21	600,000	---	600,000	168,925	27,827	6	83	Atlantic & Gt. Western	254	869,939	77,294	613,231	---	---	---	---	---
N. Bedford and Taunton	77	3,016,100	280,100	3,296,200	688,357	305,140	6	91	Bellevue and Ind.	118	1,874,395	1,315,237	2,989,392	348,452	129,538	---	---	---
Old Colony and Fall River	60	2,232,541	1,019,148	3,251,689	240,133	52,287	---	---	Clev., Col., and Cin.	141	4,748,210	90,400	4,782,390	1,497,741	514,740	9	91	---
Vermont and Mass.	156	5,150,000	5,839,080	10,989,080	2,117,982	889,763	8	103	Cleveland and Toledo	200	3,333,722	4,225,558	7,559,280	930,282	433,790	---	---	---
Western, Mass.	46	1,411,000	205,568	1,616,568	216,888	82,720	4	44	Clev. and Mahoning	65	---	---	628,533	---	---	---	---	---
Worcester and Nashua	43	1,510,000	300,000	1,810,000	344,773	165,044	7	82	Clev. and Pittsburg	139	2,780,744	3,043,992	5,824,736	581,877	309,518	---	---	---
Providence and Worcester	72	2,850,000	944,000	3,794,000	769,065	372,807	10	119	Camp, P. & Ashtabula	95	800,000	1,495,548	3,955,230	1,251,538	681,454	16	---	---
Hartford and N. Haven	122	1,941,340	2,375,274	4,316,614	867,595	166,162	---	---	Cin., Hamilton & Dayton	60	2,155,800	1,532,092	3,687,892	487,421	260,763	---	---	---
Hartford, Prov. and Fitchburg	74	2,000,000	428,685	2,428,685	815,475	109,344	---	---	Cin., Wilm. & Zanesville	131	2,421,176	3,732,040	5,693,210	223,506	30,288	---	---	---
Housatonic	67	1,081,800	624,244	1,706,044	254,569	114,237	---	---	Columbus and Xenia	55	1,490,150	149,000	1,639,150	403,212	181,689	10	---	---
Stamford	62	800,000	2,382,071	3,182,071	519,580	254,569	3	---	Dayton, Xen. & Belpre	69	437,838	422,658	860,496	---	---	---	---	---
N. York and N. Haven	68	3,786,256	761,462	4,547,718	88,007	30,318	---	---	Dayton and Michigan	140	1,076,602	393,011	1,469,613	---	---	---	---	---
N. Haven and N. London	56	510,500	1,052,000	1,562,500	120,571	61,544	---	---	Dayton and Western	35	310,000	700,481	1,035,173	125,940	65,253	---	---	---
N. London, W. & Palmer	68	2,123,300	908,519	3,031,819	265,417	44,547	---	---	Eaton and Hamilton	42	454,890	904,489	1,358,135	171,929	66,000	---	---	---
Norwich and Worcester	32	439,005	1,625,098	2,064,103	1,840,895	117,716	9,904	---	Little Miami	65	2,981,232	1,266,000	3,925,157	775,442	290,123	10	75	---
Albany Northern	35	447,374	317,352	764,726	In progr.	---	---	---	Sandusky, Dayton & Cin.	171	2,697,000	3,368,000	6,065,000	682,614	134,371	---	---	---
Black River and Utica	100	1,437,870	1,501,188	2,938,058	172,476	66,333	---	---	Central Ohio	138	1,626,856	5,191,877	4,212,908	712,213	184,371	---	---	---
Buffalo, Corn. and N. Y.	92	798,439	2,537,849	3,336,288	288,392	31,896	---	---	Pittsb. & Wayne & Chicago	383	5,994,144	7,344,827	11,718,511	1,111,626	682,117	9	20	---
Buffalo and N. Y. City	69	1,000,000	1,040,000	2,040,000	279,750	355,763	10	---	Pittsb. & Mayfield & Cin.	50	371,350	31,000	390,350	---	---	---	---	---
Buffalo and St. Lino	47	434,111	922,393	1,356,504	174,089	69,506	---	---	Sand'y, Mansf. & Newk.	127	1,350,000	2,206,357	3,552,357	328,968	164,479	---	---	---
Canadaigua and Elmira	47	1,315,000	2,279,854	3,594,854	84,932	---	---	---	Scioto & Hocking Valley	56	403,975	509,050	888,858	---	---	---	---	---
Canadaigua & Niagara F. R.	35	687,000	506,689	1,193,689	136,433	48,649	---	---	Springf. Mt. Vernon & P.	113	1,000,000	850,000	---	---	---	---	---	---
Cayuga & Susquehanna	35	687,000	506,689	1,193,689	136,433	48,649	---	---	Tol. Wabash & St. Louis	242	2,965,100	7,577,500	10,542,600	Recently	opened.	---	---	---
Hudson River	144	3,000,000	647,193	3,647,193	325,131	56,186	---	---	Cin., Log. and Chicago	255	4,196,879	1,006,125	2,090,438	---	---	---	---	---
Long Island	24	1,386,881	14,807,510	16,194,391	3,027,251	3,578,738	8	77	Evansville & Crawfordsv.	109	986,061	1,270,872	2,158,713	249,869	124,140	---	---	---
New York Central	562	11,000,000	28,081,488	39,081,488	7,422,607	1,454,033	---	---	Ind. and Cincinnati	88	1,686,801	1,564,584	3,029,989	491,743	245,622	7	---	---
New York and Erie	404	5,717,100	4,822,498	10,539,598	1,040,893	324,891	---	---	Indiana Central	66	612,350	1,261,179	1,909,911	368,189	204,685	---	---	---
New York and Harlem	138	1,633,022	4,406,874	6,039,896	520,153	135,754	---	---	Cin., Clev. & Pittsburg	83	835,791	1,077,694	1,829,425	263,519	86,248	---	---	---
Northern, N. Y.	118	303,130	213,025	516,155	149,378	78,754	8	---	Jeffersonville	66	1,014,252	694,000	---	206,544	94,318	---	---	---
Oswego and Syracuse	55	487,200	294,189	781,389	---	---	---	---	Madison and Indianapolis	87	1,647,700	1,336,816	1,205,000	290,214	118,628	---	---	---
Pottsdam and Watertown	29	610,000	140,000	750,000	---	---	---	---	New Albany and Salem	288	2,535,121	5,281,948	6,643,189	465,827	871,402	---	---	---
Rensselaer & Saratoga	25	500,000	395,600	895,600	---	---	---	---	Peru and Indianapolis	73	---	858,314	---	150,000	90,000	---	---	---
Saratoga and Whitehall	48	768,369	1,578,804	2,347,173	159,484	22,503	---	---	Terre Haute and Ind.	73	1,361,450	250,126	1,611,576	481,272	206,079	10	---	---
Syracuse & Binghamton	50	437,830	737,079	1,174,909	156,393	65,184	---	---	Chicago and Rock Is'd	182	5,248,000	1,734,318	6,982,318	1,886,196	505,039	---	---	---
Troy and Boston	97	1,500,000	700,979	2,200,979	440,290	162,037	3	63	Chicago, Burl. and Quincy	210	4,631,540	3,852,970	8,042,428	1,505,167	81,767	---	---	---
Watertown and Rome	54	1,000,000	1,619,000	2,619,000	243,393	114,632	---	---	Chic., St. Paul & F'd du Lac	178	2,300,000	1,325,000	3,625,000	---	---	---	---	---
Belvidere Delaware	34	3,000,000	11,407,200	14,407,200	1,640,787	594,114	12	98	Galena and Chicago	259	6,023,800	3,899,015	9,992,815	2,315,786	1,192,042	8	63	---
Osborne and Albany	60	3,485,000	1,550,854	5,035,854	171,889	46,542	---	---	Illinois Central	704	6,556,435	20,316,922	25,437,669	2,993,065	565,972	---	---	---
Osborne and Atlantic	30	3,485,000	788,844	4,273,844	911,611	534,951	10	125	Peoria and Okawka	181	1,569,399	2,200,000	6,400,000	---	---	---	---	---
New Jersey Central	63	3,592,825	5,621,829	9,214,654	327,765	101,542	3	---	Ohio & Miss. (Wat. Div.)	147	1,780,295	3,292,408	4,870,586	Recently	opened.	---	---	---
Morris and Essex	44	1,157,805	340,000	1,497,805	---	---	---	---	Terre Haute, Alt. & St. Louis	208	3,011,150	6,925,927	8,724,784	323,767	247,757	---	---	---
Alleghany Valley	44	1,637,867	342,564	1,980,431	---	---	---	---	Detroit and Milwaukee	135	838,000	1,128,944	1,966,969	---	---	---	---	---
Cataw. W. & Erie	63	1,700,000	1,940,000	3,640,000	219,255	62,450	---	---	Mich. South'n & N. Ind.	282	6,057,840	8,366,639	12,847,238	2,348,758	764,936	8	58	---
Cumberland Valley	52	1,149,400	61,103	1,210,503	188,134	41,189	0	24	Mich. Central	475	8,876,400	10,459,63	19,336,084	2,309,487	544,311	---	---	---
Del. Lack. & Western	170	3,292,772	619,551	3,912,323	815,768	---	---	---	Green Bay, Mi. & Ch.	40	1,000,000	780,000	1,780,000	---	---	---	---	---
Erie and North East	20</																	

Railroad Bonds.

NAMES OF COMPANIES. (The following quotations are at interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Alabama and Tennessee River	\$338,000	1st mortgage, convertible	7	1st Jan. 1st July	N.Y.	1872	85	
Buffalo and State Line	500,000	Do. inconvertible	7	April, October	"	1866	90	98
Belleville and Indiana	600,000	Do. convertible	7	Jan'y, July	"	1866	85	
Do. do.	200,000	Real estate, convertible	7	Jan'y, July	"	1868		
Do. do.	200,000	Income, guar. Cl. Col. & Cin.	7	Feb'y, August	"	1869		
Central Ohio	1,250,000	1st mort. conv. east. sec.	7	March, Sept.	"	1861-84	63	75
Do. do.	800,000	2d do. inconvertible	7	March, Sept.	"	1865	50	55
Cincinnati, Hamilton, and Dayton	500,000	1st mortgage inconvertible	7	20 Jan. 20 July	"	1867	85	
Do. do. do.	465,000	2d do. do.	7	May, Novemb.	"	1867	75	
Cincinnati and Marietta	2,500,000	1st mortgage, conv. till 1862	7	Jan'y, July	"	1862		
Cincinnati, Wilmington, and Zanesville	1,300,000	Do. convertible	7	May, Novemb.	"	1861	90	95
Cleveland, Painesville, and Ashtabula	567,000	Do. inconvertible	7	Feb'y, August	"	1860	60	70
Cleveland and Pittsburgh	300,000	Do. convertible	7	Feb'y, August	"	1861	85	
Do. do.	1,200,000	Do. on Branches	7	March, Sept.	"	1863	75	80
Cleveland and Toledo	525,000	Do. inconvertible	7	Feb'y, August	"	1862-72	60	
Chicago and Mississippi	800,000	Do. conv. till 1857	7	April, October	"	1862-72	60	
Do. do.	1,200,000	Do. inconvertible	7	April, October	"	1867	62 1/2	65
Covington and Lexington	400,000	Do. do.	7	March, Sept.	"	1863	85	
Do. do.	1,000,000	2d mortgage, convertible	7	April, October	"	1876	75	80
Delaware, Lackawanna, and Western	1,500,000	1st mortgage, do.	7	April, October	"	1891		80
Florida Free Land	1,500,000	Do. not convertible	7	March, Sept.	"	1873		72 1/2
Fort Wayne and Chicago	1,250,000	Do. conv. till 1863	7	Jan'y, July	"	1873	96 1/2	97 1/2
Galena and Chicago	2,000,000	Do. inconvertible	7	Feb'y, August	"	1863	91	91 1/2
Do. do.	2,000,000	2d mortgage, do.	7	May, Novemb.	"	1875		
Great Western (Illinois)	1,000,000	1st mortgage, do.	10	April, October	"	1868	87 1/2	93
Green Bay, Milwaukee, and Chicago	400,000	Do. convertible	8	10 April, 10 Oct.	"	1863		
Jeffersonville	300,000	Do. 2d sec. inconv.	7	April, October	"	1873		85
Indiana Central	600,000	Do. convertible	7	May, Novemb.	"	1866	70	82 1/2
Indianapolis and Bellefontaine	450,000	Do. do.	7	Jan'y, July	"	1860-61		82 1/2
Indianapolis & Cin'ti (for Lawb. & U. M.)	500,000	Do. conv. till 1857	7	March, Sept.	"	1866		82 1/2
La Crosse and Milwaukee	950,000	1st mort. 1st sec. conv. till 1864	8	May, Novemb.	"	1874	66 1/2	67
Lake Erie, Wabash, and St. Louis	3,400,000	1st mortgage, conv. till 1859	7	Feb'y, August	"	1865	80	81
Little Miami	1,500,000	Do. inconv.	6	2 May, 2 Nov.	"	1863	96	97
Michigan Central	1,000,000	No mortgage, convertible	8	April, October	Bost.	1860	93	95
Do. do.	600,000	Do. do.	8	March, Sept.	"	1869		83
Milwaukee and Mississippi	600,000	1st mort. 1st sec. conv. till 1857	8	Jan'y, July	N.Y.	1862		83
Do. do.	650,000	Do. 2d do.	8	April, October	"	1863		75
Do. do.	1,250,000	Do. 3d do.	8	June, Decemb.	"	1877		78
New Albany and Salem	500,000	Do. 1st section	10	April, October	"	1863-62		90
Do. do.	2,325,000	Do. oth. sec. con. till 1858	8	May, Novemb.	"	1864-75		
Northern Cross	1,200,000	1st mortgage, convertible	8	Jan'y, July	"	1873		85
Ohio and Indiana	1,000,000	Do. do.	7	Feb'y, August	"	1867		85
Ohio and Pennsylvania	1,750,000	Do. do.	7	Jan'y, July	"	1866-66		70
Do. do.	2,000,000	Income, convertible	7	April, October	"	1872		60
Pennsylvania (Central)	5,000,000	1st mortgage, conv. till 1860	6	Jan'y, July	Phila.	1880	98 1/2	99 1/2
Racine and Mississippi	680,000	Do. conv. sink'g f'd	8	Feb'y, August	"	1875		75
Scioto and Hocking Valley	300,000	Do. 1st sec. conv.	7	May, Novemb.	"	1861		
Steubenville and Indiana	1,500,000	Do. convertible	7	Jan'y, July	"	1865		
Terre Haute and Indianapolis	800,000	Do. do.	7	March, Sept.	"	1866		
Terre Haute and Alton	1,000,000	Do. do.	7	Feb'y, August	"	1862-72	64	68

NAMES OF COMPANIES.
(The following quotations include the accrued interest.)

NAMES OF COMPANIES. (The following quotations include the accrued interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Baltimore and Ohio	1,128,500	Mortgage	6	Jan'y, July	Balt.	1875	84	85 1/2
Chicago and Rock Island	2,000,000	1st mortgage, conv. till 1858	7	10 Jan. 10 July	N.Y.	1870	95	98
Erie Railroad	3,000,000	1st mortgage	7	May, Novemb.	"	1867	98	100
Do. do.	4,000,000	2d mortgage, convertible	7	March, Sept.	"	1869	89 1/2	90
Do. do.	6,000,000	3d mortgage	7	March, Sept.	"	1883	75	79 1/2
Do. do.	6,000,000	4th mortgage, not convertible	7	April, October	"	1880	56	58
Do. do.	4,000,000	Not conv. Sink Fund, \$420,000	7	Feb'y, August	"	1875	31	31 1/2
Do. do.	4,351,000	Convertible, Inscription	7	Feb'y, August	"	1871	30	31
Do. do.	3,500,000	Convertible	7	Jan'y, July	"	1862	30 1/2	32
Hudson River	4,000,000	1st mortgage, Inscription	7	Feb'y, August	"	1869-70	101	102
Do. do.	2,000,000	2d do.	7	16 June, 16 Dec.	"	1860	83 1/2	89 1/2
Do. do.	3,000,000	3d do. convertible	7	May, Novemb.	"	1870	67	68 1/2
Illinois Central	17,000,000	Mortgage, inconvertible	7	April, October	"	1875	91	91 1/2
Do. (Free Land)	3,000,000	M'ge 345,000 acres-priv. 7 share	7	March, Sept.	"	1860	87	89
Michigan Southern	1,000,000	1st mortgage, inconvertible	7	May, Novemb.	"	1860	85	90
New York and Harlem	1,800,000	Do. do.	7	June, Decemb.	"	1865-66	92 1/2	
New York and New Haven	750,000	No mortgage, do.	6	Jan'y, July	"	1873	90	94
New Haven and Hartford	1,000,000	1st mortgage, do.	7	Feb'y, August	"	1861	84	90
Northern Indiana	1,000,000	Do. do.	7	Feb'y, August	"	1868	67	69
Do. Gothen Branch	1,500,000	Do. do.	6	May, Novemb.	"	1883	89	90
New York Central	8,287,000	No mortgage, do.	7	15 June, 15 Dec.	"	1864	100	101
Do. do.	3,000,000	No m'ge conv. from June 57-59	7	Jan'y, July	"	1866	113	
Panama, 1st issue	900,000	Convertible till 1856	7	Jan'y, July	"	1866	90	91
Do. 2d do.	1,478,000	Do. till 1858	7	Jan'y, July	Phila.	1860		
Reading	1,573,000	Mortgage, inconvertible	6	Jan'y, July	"	1870	76	
Do. do.	1,300,000	Do. convertible	6	Jan'y, July	"	1870	66 1/2	68
Do. do.	3,469,000	Do. inconvertible	6	April, October	"	1886		

CITY SECURITIES.

CITY SECURITIES.	Int't payable.	Off'd.	Asked.
New York, 5 per ct. 1858-60	97	97 1/2	
Do. 5 do. 1870-75	96	98	
Do. 6 do. 1883	102 1/2	102 1/2	
Do. 6 do. 1890-93	91	93	
Albany, 6 per ct. 1871-81	98	100	
Albany, 6 per ct. 1871-81	98	100	
Baltimore, 6 per ct. 1870-90	97 1/2	99	
Boston, 6 per ct. 1871-81	98 1/2	99	
Brooklyn, 6 per ct. 1871-81	98 1/2	99	
Cleveland, 6 per ct. 1871-81	98 1/2	99	
Cincinnati, 6 per ct. 1871-81	98 1/2	99	
Chicago, 6 per ct. 1871-81	98 1/2	99	
Detroit, 6 per ct. 1871-81	98 1/2	99	
Galena, 6 per ct. 1871-81	98 1/2	99	
Indianapolis, 6 per ct. 1871-81	98 1/2	99	
Jeffersonville, 6 per ct. 1871-81	98 1/2	99	
Little Miami, 6 per ct. 1871-81	98 1/2	99	
Louisville, 6 per ct. 1871-81	98 1/2	99	
Memphis, 6 per ct. 1871-81	98 1/2	99	

CITY SECURITIES.

CITY SECURITIES.	Int't payable.	Off'd.	Asked.
Milwaukee, 7 per ct. 1860	X		70
New Orleans, 6 per ct. 1860	X		77 1/2
N. Orleans, 6 per ct. 1860	X		80
Philadelphia, 6 per ct. 1860	X		87 1/2
Pittsburgh, 6 per ct. 1860	X		65
Quincy, 6 per ct. 1860	X		60
Racine, 7 per ct. 1860	X		60
Rochester, 6 per ct. 1860	X		90
St. Louis, 6 per ct. 1860	X		80
Do. do. Municipal	X		84
Sacramento, 10 per ct. 1860	X		40
S. Francisco, 7 per ct. 1860	X		60
Do. 10 per ct. 1860	X		90
Do. 10 per ct. 1860	X		90
Do. 6 per ct. 1860	X		62 1/2
Do. 6 per ct. 1860	X		50
Do. 6 per ct. 1860	X		81 1/2
Zanesville, 7 do.	X		

Cincinnati Stock Sales.

By HEWSON & HOLMES.

For the week ending August 13, 1868.

For the week ending August 13, 1868.	Offered.	Asked.
\$3,000 Little Miami, 6 per ct. 1st Mort., and int.	85	
10,000 Cov. & Lex., 7 per cent. 2d Mort., and int.	90	98
3,000 Cov. & Lex., 7 per cent. 3d Mort.	85	
4,000 Cin. & Ham. & Dayt., 7 per ct. 2d Mort., and int.	72	
1,000 Indiana Central, 10 per cent. 2d Mort.	80	
5,000 Indianapolis & Cin., 2d Mort. 7 per ct.	73	
600 Columbus & Xenia, 7 per cent. Dividend, due in 1862	87 1/2	
2,000 Montgomery County, Ky., 6 per cent. due 1883	60	
84 Shares Little Miami	75	
25 " " "	76	
10 " " "	77	
22 " Columbus & Xenia	75	
50 " Cincinnati, Hamilton and Dayton	45	

Extract from De Coppet & Co.'s Money Circular for the European Steamer of August 25th.

[TRANSLATED.]

NEW YORK, Monday, Aug. 23, 1868.

The decline in Railroad Shares noticed in our circular of 17th inst., has been succeeded by a slight advance, which seems to have been caused by late advices from London of a better demand in that market for American Securities. Prices of State Stocks however, are mostly lower, and the market generally remains inactive and closes weak. State Stocks—Tennessee 6s have fallen 1 1/4; Missouri 6s, 1/2; and North Carolina 6s 3/4 per cent. Indiana 6s have risen 7/8. There have been sales of Ohio 6s of 1866 at 107; Kentucky 6s at 104; and California 7s (old issue) at 87. The new Government Loan sells at 103 1/2 at 103 3/8; interest to begin from 1st January next. City and County Bonds—There have been no transactions of note except in Brooklyn 6s, St. Louis 6s and Memphis 6s, guaranteed by State of Tennessee, the last names at a slight decline. Railroad Bonds—Prices have varied but little, with the exception of Illinois Central Construction Bonds, which have risen 2 1/4 per cent. Erie 2d mortgage have been sold at 90; 4th mortgage 56 1/4; 1871 Convertible at 80; Galena and Chicago 1st mortgage at 90 1/2; 2d mortgage at 91 1/2; and Hannibal and St. Joseph's 7s at 59 1/2 at 60. Railroad Shares—Prices are generally higher, but sales have been very moderate, except in New York Central, in which there has been animated speculation, closing at 1/4 advance. Cleveland and Toledo are 1/4 higher; Erie 3/8; Galena and Chicago, 1/4; Illinois Central 3/8; Michigan Central 3/4; Panama 3/4; Milwaukee and Mississippi, 1; and Reading 1 per cent. Chicago and Rock Island shares are 3/4 lower. Money, superabundant. Short loans, 3 1/2 at 3 1/2; indorsed paper 4 1/2 at 4 1/2 per cent. The outside rate applies only to long paper, and is a slight advance. Exchange on Europe, rather heavy. The bulk of business on London has been at 109 1/2 at 109 3/4, and on Paris, 5.12 1/2 at 5.11 1/4.

DE COPPET & CO.

Extract from Marie & Kana's Money Circular for the European Steamer of August 25th.

[TRANSLATED.]

NEW YORK, Monday, Aug. 23d, 1868.

Since our report of the 17th inst., the more cheerful advices in regard to American Securities, received by the "Arabia," from London as well as the continued ease in our own money market, have imparted increased activity to our Stock Exchange. Railroad bonds and shares have attracted the most attention—State securities, with the exception of the new government loan, which sold at 103 1/2 at 103 3/8, being neglected and weak, while the former show an almost general improvement. Illinois Central securities have been in particular demand on European account. State Stocks have been inactive and prices rather weak. Virginia declined 3/4; Missouri 1/2; Tennessee 1 1/2; North Carolina 3/4; California 1/2, new issue, 3/2; do., old issue, without change; Indiana 5s are 3/4 higher; Ohio 6s, 1860 and '68, and United States 6s, 1874, sold at last week's prices. Railroad Bonds have generally improved, especially Illinois Central Constructions. Erie mortgage sold at the former rate; do. 4th mortgage are up 1 1/4, and 1871 bonds and 1875 bonds 3/8 per cent. Illinois Central Construction Bonds are 2 per cent. higher; New York Central

tral 6s, $\frac{1}{2}$; Galena and Chicago 1st mortgage, $\frac{1}{2}$; Goshen Branch Bonds $\frac{1}{4}$; Michigan Central Sinking Fund and Hannibal and St. Joseph sold at former prices, some Chicago, St. Paul and Fond du Lac, 1st mortgage, sold at 45, and Michigan Southern Sinking Fund at 68. Railroad Shares have been more active at almost a general advance. Erie is $\frac{1}{8}$ per cent. higher; Reading $\frac{1}{8}$; New York Central $\frac{1}{4}$; Panama $\frac{1}{2}$; Michigan Central 1; Michigan Southern $\frac{3}{4}$; do., preferred, $\frac{1}{4}$; Illinois Central 3; Cleveland and Toledo $\frac{1}{4}$; Milwaukee and Mississippi 1; Hudson River $\frac{1}{8}$; Chicago and Rock Island declined $\frac{1}{4}$; Galena and Chicago $\frac{1}{2}$. City and County Bonds.—Transactions have been very unimportant, we only quote some small sales of Detroit 7s; Memphis City, guaranteed by the State, without change in prices, and a few St. Louis County 6s at an improvement of 2 per cent. Money continues very abundant.—Loans on call 3a5; first-class paper 4a6; names less known 6a8. Exchange firm without any activity. London 109 $\frac{3}{4}$ a5 $\frac{1}{2}$; Paris 5.12 $\frac{1}{2}$ a5.10.

MARIE & KANZ.

Mississippi's Wealth and Resources.

We are indebted to our excellent Auditor of Public Accounts, Hon. Madison McAfee, for the tables published in another column, carefully and elaborately prepared in his office. They present at a glance much interesting information of the value of taxable property in the State, and of her progress, not to be found elsewhere.

By these tables it will be seen that the total value of lands in the State was estimated at the assessment of 1857, at one hundred and forty one million seven hundred and forty-seven thousand five hundred and thirty-six dollars and thirty-seven cents—showing the enormous increase over the assessment of 1854 of fifty millions eight hundred and eighty thousand four hundred and sixty dollars and seventy cents.

The number of taxable slaves in the State in 1854, was three hundred and twenty-six thousand eight hundred and sixty-one; and in 1857 the number was three hundred and sixty-eight thousand one hundred and eighty-two, being an increase of forty-two thousand one hundred and sixty-three, and an increase in value, rating each slave at six hundred dollars, of twenty-five millions two hundred and ninety-seven thousand eight hundred dollars.

Within the period embraced in these tables (three years) the land and slave property has advanced in value in the aggregate, seventy-six million one hundred and seventy-eight thousand two hundred and sixty dollars and seventy cents.

The value of the entire property in slaves may be safely computed at two hundred and twenty million nine hundred and nine thousand two hundred dollars, which, added to the estimate of the land, would make as the value of the two interests four hundred and sixty-two million six hundred and fifty-six thousand seven hundred and thirty-six dollars.

On examining these statistics, the reader will note that the large increase in the material wealth of the State has occurred more generally in the region subject to overflow, but which, until the recent floods, had been partially reclaimed and put in cultivation, and in the counties which have enjoyed the benefit of railroad facilities. What stronger argument need be urged in favor of the vigorous prosecution of all our contemplated railroad enterprises, and of the adoption of a wise and efficient system for the complete reclamation of the swamp or valley region, the finest body of land upon which the sun ever shone?—*Jackson Mississippian, August 10.*

Iron Mountain (Mich.) Railroad.

At a meeting of the stockholders of this Company, held at their office in that place, 20th ult., the following gentlemen were elected Directors:

Andrew Low, Edward Padelford, Joseph S. Fay, Savannah, Ga.; Joseph F. Greenough, Boston, Mass.; Edwin Parsons, New York; Lewis H. Morgan, Rochester, N. Y.; Samuel P. Ely, Marquette, Mich.

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Our European subscribers will be supplied with the Map, upon remitting to our Agents, Messrs. ALGAR & STREET, No. 11 Clements Lane, Lombard street, London—who also have them for sale.

American Railroad Journal.

Saturday, August 28, 1858.

The War of the Railroads.

We have refrained from noticing the imbroglione into which our leading lines of Railroad have recently been plunging themselves, because we believed—what the event has proved—that the experience of a few weeks would teach them the folly of their course, without any precepts of ours. It is now reported that negotiations are in progress which will lead to the settlement of all the questions in dispute, and the restoration to the roads of the rates of fare and speed, consistent with their proper and economical management. The origin of these difficulties is ascribed by the Erie Railroad managers to the repeated violations of contracts entered into between that company and the New York Central, by the latter. Since the early part of June, the former Company have carried passengers over their road from New York to Buffalo for \$5 00, thus, in fact, compelling all the great leading lines to adopt the same rates, which scarcely suffice to pay the running expenses of the road.

The leading charges brought against the Central road are the issue of Free Passes, and the employment of runners and solicitors. To revenge themselves upon the Central for these offences, the Erie Company have taken a step next to suicidal—and which has been followed by the other three leading roads—nominally in self-defence, but really from the whimsical fear that the uninitiated should consider the Erie the smartest of the four great roads. The first of these reasons does not speak much for the judgment of the managers of their Companies—the second not much for their discernment. The through traffic of these roads is really a matter of comparatively slight consequence, especially when we consider the relations between its receipts and

its cost of transportation. The latter eats up the former. In any point of view, the experiment was a folly, and the repeated conventions and conferences between these roads and connecting lines have generally ended in still greater folly. We hope we have seen the end of such child's play.

Norfolk and Petersburg Railroad.

We understand that the work on the Norfolk and Petersburg Railroad is completed, and the cars were to run over it for the first time on the 25th inst. This Company was organized in April, 1853. The road is about 80 miles in length, and furnishes the shortest connection between the system of railroads centering at Richmond and Petersburg, and the excellent harbor of Norfolk. By the recent completion of the East Tennessee and Virginia Railroad, there is furnished an almost direct and unbroken communication between Memphis and Norfolk. This line is destined to become one of the great routes of transportation between the Mississippi and the seaboard. It is proposed to commemorate its completion by a proper celebration at Norfolk.

Elastic Iron Railway.

We invite attention to the advertisement of S. A. BEERS, Esq., of Brooklyn, N. Y., in another column. The position taken by Mr. Beers is, that 95 per cent. of all railroad accidents (other than collisions) are attributable primarily to an imperfect track. He says, "a surface foundation can never be made to furnish a uniform support to the rail; the result is a succession of undulations under the pressure of the train, by the yielding of ties in proportion to their size and the relative density of the earth on which they rest; and as if to augment the evil, the largest ties are usually selected on which to join the rails, which rest at that point on a large iron chair, leaving the body of the rail with a small bearing to cut its way into the other ties. Of course, the rapid passage of a heavy train over these undulations, especially when rendered rigid by frost, will deal a constant succession of blows upon the rail, over every prominent tie, and especially at the end of every rail, where the effect of the blows is soonest seen. The movement of the engine and each car thus becomes, in a modified degree, a succession of leaps and plunges answering to the blow and recoil, and this movement to the right or left becomes intensified, just in proportion to the speed with which the train is jerked over the prominent points in the rail; and as those high points cannot be expected to occur directly opposite to each other, the result is a plunge or thrust to the lower side, instantly followed by a recoil."

The plan proposed by Mr. Beers is a foundation rail, composed of a succession of cast-iron arches, the top of which forms a straight and continuous comb, $1\frac{1}{2}$ inches thick, surmounted and bound together by a rolled-iron saddle rail and transverse bolts, between which two rails is interposed a packing of vulcanized gutta percha. The two sides of the track are bound together by cast-iron ties. The foundations on which the arches rest are composed of rubble stone piling, the top of which is two feet below the surface, making the track entirely independent of the effects of frost and rains. It is estimated that the ordinary repairs on such a track would be reduced more than 75 per cent., and a perfectly straight running line for the wheel would be furnished, without possi-

bility of undulations, as the coping rail has the continuous support of the foundation rail with a packing interposed. An oak block between the stone foundation and the foot of the arch—but at two feet below the surface, so as not easily to decay—prevents too great rigidity.

Aside from the diminished resistance in moving a train over a straight line, as compared with an undulating one, the efficiency and durability of an engine or car operating on such a line, and the pleasure and security of the passengers, it is believed that the use of this railway will result in a large saving in expenses for a series of years, as compared with the present system.

By referring to the advertisement of Mr. Beers, it will be seen that the expense of this track is but \$11,000 per mile exclusive of grading.

In another part of the JOURNAL will be found an advertisement of Messrs. SMITH & PERKINS, of Alexandria, Va., offering for sale, or to lease, their extensive manufacturing establishment located at that place. The real estate comprises some 48,000 square feet of ground. It fronts immediately upon the river Potomac, where there is a sufficient depth of water to float the largest class of vessels. It is also connected by a switch with the Orange and Alexandria railroad. The buildings comprise a machine shop, blacksmith shop, boiler shop and car shop, with machinery and tools suitable for manufacturing stationary, marine and locomotive engines, also iron machinery, passenger and freight cars, and all kinds of railroad work. The machinery is sufficient to work about 300 men, and there is ample shop room to work 500 men if required. The foundry property, which is also offered for sale, comprises about 84,500 square feet of ground. This property fronts directly on the railroad. We look upon the location as one of the most favorable in the Union for manufacturing purposes; as the opening of the short line route will soon bring Alexandria into connection with the whole South and Southwest. Among the many advantages enjoyed by this establishment, may be named cheap fuel and the best iron for mechanical purposes.

Tolls on the Erie Canal.

We give elsewhere a copy of a circular addressed by Hon. N. S. BENTON, Auditor of Canals, to various parties in the State supposed to be capable of answering the questions contained in it. We suppose the object of the circular to be to ascertain whether any, and if so what, modifications can be introduced into the canal tolls, with a view to facilitate the transportation of produce. No State in the Union has so great an interest in this question as New York. It is for the advantage of every community to take its merchandise and products to market at the lowest rate; but it is especially the interest of New York, at the present time, to afford every possible facility to transportation. Since the Erie Canal was completed, the whole system of railroads has sprung into existence. The competition offered thereby has in many instances destroyed canals altogether; but the great capacity of the Erie, and the expense attendant upon freighting over railroads so long a distance have kept it always in active operation. Within the last few years, powerful rivals both to the Erie Canal, and to the railroads terminating at New York have sprung up on both sides of us.

The Grand Trunk Railway of Canada enjoys the great advantage of having but a single line under one management from the lakes to the seaboard, and it is reported that flour can be set down in New York, via Grand Trunk Railway and Portland, cheaper and more quickly than over either of our own railroads or the Erie Canal. It has this advantage, too, over the Canal, that transportation can be conducted over it at all seasons of the year.

The answer to these questions would present a most valuable body of statistics, in regard to production and transportation.

Under all circumstances, it is a great desideratum for New York to reduce the expenses of transportation to the lowest possible rate. The Erie Canal belongs to the State. If it never again pays running expenses, it has enriched the community beyond the conception of any of those enterprising men who labored to achieve its success.

Railroad Earnings.

The following are the receipts of the Cleveland and Toledo railroad, for June and July, 1857 and 1858:

	1857.	1858.
June	\$71,228	\$57,981
July	63,818	52,565

Total	\$135,046	\$110,541
Decrease		24,500

The receipts of the Watertown and Rome railroad, for July, were:

	1857.	1858.
Receipts:—		
Passengers	\$13,830 57	\$12,252 65
Freight	18,014 42	17,500 99
Sundries	2,294 62	1,328 27

Total	\$34,179 57	\$31,081 91
Expenses	19,070 56	16,642 79

Net	\$15,109 01	\$14,439 12
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The following are the receipts on the Morris Canal for the week and season to the 14th inst., as compared with corresponding time last year:—

Total to August 8, 1857	\$158,331 44
Week ending August 15, 1857	10,234 99

Total to Aug. 7, 1858	\$127,021 35
Week ending Aug. 14, '58	9,093 66

		\$168,566 43
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		136,115 01
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Decrease in 1858	\$32,451 42
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The following is the account of receipts and expenses of the Philadelphia and Reading railroad, for July, showing the actual profit for the month, and also for the year to the present time:

	1858.	1857.
Received from coal	\$206,448 81	\$260,357 51
Do. m'chandise	23,612 98	25,160 66
Do. travel, etc.	27,392 85	32,305 26

Total	\$257,454 64	\$317,823 43
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Transportation, roadway, dumpage, renewal fund, and all charges	130,267 57	147,117 80
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Net profit for the m'th.	\$127,187 07	\$170,705 63
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Net profit for the previous 7 months	519,853 44	786,367 20
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Total net profit for eight months	\$646,540 51	\$957,072 83
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The following is a statement of the earnings of the New York Central railroad, for the month of July, 1858, compared with its earnings for the corresponding month of the previous year:

1858	\$474,353 18
1857	665,340 67

Decrease	\$90,987 49
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The traffic of the Michigan Southern railroad, for July, was:—

	1858.	1857.
Passengers	\$71,019 48	\$106,257 80
Freight	60,968 36	58,347 73
Mails	4,635 14	4,115 80
Express and miscellan.	12,703 42	1,912 18

Total	\$149,326 40	\$170,633 46
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Decrease in receipts	\$21,307 06
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Vouchers issued in July, 1857	\$149,108 88
Do. do. 1858	96,794 48

Decrease in expenses in July, 1858	\$52,314 40
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Do. earnings do.	21,307 06
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Gain in net earn'gs in July, 1858, about	\$31,007 34
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Assessment of Janesville.

The following is the assessment just completed in this city:—

	Real Estate.	Personal Property.	Total.
1st Ward, \$829,950	\$284,825	\$1,114,775	
2nd " 645,551	187,095	852,626	
3rd " 300,808	99,010	399,018	
4th " 517,971	141,654	657,625	
	\$2,294,288	\$712,564	\$3,006,844

Last year the assessment of real estate was \$799,108—personal property \$87,775—total, \$886,883.—Gazette.

The Atlantic Telegraph.

(From the London Times.)

By a chain of electric communication extending from Trinity Bay, Newfoundland, to this metropolis, we are informed that the last attempt to lay the Atlantic Telegraph has succeeded, and that the Old and New Worlds are actually linked together by the magnetic wire. The intelligence is so much the more gratifying as we have been led, in common with the rest of the public—and surely not without very plausible reason—to something like despair, not indeed of the ultimate success of the undertaking, but of its success with the existing machinery and under conditions apparently so unfavorable. It was not unnatural to apprehend that a cable which had parted at the bottom of the sea, and again within a few feet of the stern of the vessel that was paying it out, would never be stretched in safety across the Atlantic. But the feat has been accomplished, and the relief of the surprise is only the greater from previous disappointment and uncertainty. Although the weather was unfavorable, the cable seems to have been paid out with the greatest regularity, the quantity of cable discharged from the two ships being the same every day within ten miles. On the first two days the amount paid out by each ship was about 130 nautical miles, or at the rate of between five and six miles an hour. On the 1st of August each ship paid out 170 nautical miles, or at the rate of seven nautical miles an hour. On the second this rate was increased to seven nautical miles and five-eighths, so that the result seems to show that a greater speed can be attained with safety than had been calculated on. We are told that there are good signals between the ships, but of course we wait with much anxiety more precise information as to the rapidity of communication that has been maintained.

We sincerely congratulate the promoters of this great enterprise upon the triumphant success by which, after so many delays and disappointments, they have been rewarded. It is difficult so suddenly to realize the magnitude of the event which has just taken place; the accomplishment of this mighty feat comes upon us not in the gradual and tentative manner in which most scientific exploits have been performed, but with a rapidity worthy of the agent which it employs. The steam engine, the other great discovery of our time, has been

perfected little by little, and no one can exactly say when it was that each of the triumphs which it has successively achieved became possible.—Practice was so far ahead of theory that high scientific authorities argued strongly against the possibility of results, and were not refuted by counter arguments, but by the accomplishment of those very results the possibility of which they had denied. With the Atlantic Telegraph it has been just the contrary. Theory had shown the practicability of the line, but practice lagged infinitely behind it. Instead of proceeding by slow degrees, the projectors have leaped at once to a gigantic success. We believe we are correct in stating that 600 miles of telegraph have never before been successfully laid under water, and yesterday we received intelligence that a communication is fully established beneath 2,000 miles of stormy ocean, under a superincumbent mass of water the depth of which may be calculated in miles. Only now, when it has succeeded, are we able fully to realize the magnitude and the hardness of the enterprise. Over what jagged mountain ranges is that slender thread folded; in what deep oceanic valleys does it rest, when the flash which carries the thought of man from one continent to another darts along the wire; through what strange and unknown regions, among things how uncouth and wild, must it thread its way! It brings us up tidings from the vast abyss, but not of the abyss itself, but of men like ourselves who dwell beyond.

Since the discovery of Columbus nothing has been done in any degree comparable to the vast enlargement which has thus been given to the sphere of human activity. We may, now that this the most difficult problem of all has been solved, be justified in anticipating that there is no portion of the earth's surface which may not be placed in immediate communication with us. We know that we have in our hands the means of a practical ubiquity. Distance, as a ground of uncertainty, will be eliminated from the calculation of the statesman and the merchant. It is no violent presumption to suppose that within a very short period we shall be able to present to our readers every morning intelligence of what happened the day before in every quarter of the globe. The Admiralty will know to within a few miles the position of every ship in her Majesty's service.—The intelligence of a Caffre war or an Indian mutiny will reach us before the first blood that has been shed is cold, and we shall be able to economise the whole time consumed by the ordinary vehicles of intelligence. We see with not unnatural satisfaction that the advantage of the discovery will be the greatest to those countries the possessions of which are the most remote, and, therefore that England has more to gain than any of her rivals. More was done yesterday for the consolidation of our Empire than the wisdom of our statesmen, the liberality of our Legislature, or the loyalty of our colonists could ever have effected. Distance between Canada and England is annihilated. For the purpose of mutual communication and of good understanding the Atlantic is dried up and we become in reality as well as in wish one country. Nor can any one regard with indifference the position in which the Atlantic Telegraph has placed us in regard to the great American Republic. It has half undone the Declaration of 1776, and gone far to make us once again, in spite of ourselves, one people. To the ties of a common blood, language and religion, to the legitimate association in business and a complete sympathy on so many subjects, is now added to the faculty of instantaneous communication, which must give to all these tendencies to unity an intensity which they never before could possess.

We are most happy that it has fallen to the lot of this country to carry out an enterprise in which human nature is so deeply interested in concert with the only other nation on the globe in which the flame of Science is fanned and kept alive by the breath of Freedom. Let those who assemble at Cherbourg to celebrate another development in the art of destruction, and to fetter the inauguration of a fortress avowedly designed to threaten the in-

dependence and prosperity of these islands, reflect on the true nature of the enterprise which has thus been executed, and turn from the contemplation of Science degraded into the handmaid of slaughter and devastation to Science applied to her legitimate office, as the conciliator, the benefactress and the enlightener of the whole human race. A military Monarchy has created Cherbourg; political freedom and commercial enterprise have made Atlantic Telegraph, and they have nothing to blush for in the comparison.

Iron Bridges.

(From the London Quarterly Review, July, 1858.)

Francis Horner once observed, after inspecting a steel manufactory, that "Iron is not only the soul of every other manufacture, but the main-spring perhaps of civilized society." John Locke even went so far as to aver that notwithstanding man's extraordinary advancement in knowledge, we should, in a few ages, "were the use of iron lost among us, be unavoidably reduced to the wants and ignorance of the ancient savage Americans; so that he who first made known the use of that contemptible mineral, may be truly styled the father of arts and author of plenty." Nor will this view be deemed extravagant, if we reflect that but for iron man would be virtually *without tools*, since it is almost the only metal capable of taking a sharp edge and keeping it. Of the various definitions of man by philosophers, not the least forcible is that of "tool-making animal," for with tools he tills the ground, builds dwellings, makes clothes, prints books, constructs roads, manufactures steam engines, and carries on the whole material business of civilization, on which its very highest developments in a great measure depend.

Perhaps the most curious and interesting museum of antiquities ever collected is that formed by M. Worsaae at Copenhagen, in which the remarkable parallelism in the advances made in civilization and in working in metals, has been illustrated by articles gathered from ancient burying-places. From these remains it appears that, in the first instance, the only tools of man were sharpened stones, such as are still found in use amongst savage tribes, and which are insufficient to enable him to till the ground, or build or carve. If he felled a tree, and hollowed out a canoe from its trunk, he had to summon fire to his aid. He could only gather a precarious subsistence by hunting or fishing, using a flint head for his arrows, and crooked bones for fish-hooks. The skins with which he covered himself were joined together by thongs or skewers; and anything like domestic comfort could not exist, for the construction of a dwelling was as yet impracticable. This first stage of man's primeval history M. Worsaae designates "The Stone Period." Copper, which is found in such a state of comparative purity as to require very little smelting to fit it for use, preceded the discovery of iron, which in its native state looks more like a stone than a metal. The progress of man was now more decided, especially after the art of hardening the copper by admixture with tin had been acquired, when various tools and weapons of bronze were fabricated. Tillage could now be practised, trees could be cut down, and houses and boats built. M. Worsaae designates this "The Bronze Period." During the same epoch, as is curiously illustrated by the Copenhagen collection, gold was well known and highly prized for its beauty. But the utility of gold to man was always very small compared with that of iron, which was the metal next discovered. There was not an art but felt the impulse given to it by the improvement of tools which was immediately effected. The first to profit was the art of war, bows and arrows being shortly supplanted by muskets and cannon. But the beneficent uses of this metal were more extensively experienced in the various branches of peaceful industry—in agriculture, in architecture, in shipbuilding, and in manufactures of all kinds.

The superiority of this metal over all others consists in the vast number of purposes to which it can be advantageously applied, and the various modifications of which it is susceptible in the

process of manufacture. There is no other metal which could be so worked up as to serve equally well for a needle and as shot for a ninety-eight pounder gun; as a surgeon's lancet and a five-ton Nasmyth tilt hammer; as a spring of a watch the size of a shilling, and the hull of a Leviathan steamship; and which is alike indispensable in the construction of a pair of scissors and an electric telegraph, a steel pen and a railroad, a mariner's compass and a tubular bridge. The iron machines of our manufacturers are driven by the iron steam engines of Watt, and their products are distributed over iron railroads by the iron locomotives of Stephenson. Intelligence is telegraphed to and from the ends of the earth by means of the iron wire. Our Crystal Palaces are built of glass framed in iron. We have iron roofs, iron houses, iron churches, iron bedsteads, iron lighthouses, iron ships, iron palaces, and iron bridges. In short, we now seem to be in the very midst of M. Worsaae's "Iron Age."

Although the iron industry of Great Britain may be pronounced indigenous, by reason of the juxtaposition of coal, iron-stone, lime, strong men, and cheap transit—a combination not yet known to exist in the same perfection in any other country in the world—it is only of comparatively late years that the manufacture has assumed its present gigantic magnitude. So long as the ore was smelted by means of charcoal made from wood, the produce of the metal was very limited, and its price excessive. The manufacture was for some time partially prohibited in England, the consumption of wood charcoal in the process of smelting being so great as to create apprehensions that if care were not taken of the remaining forests, enough timber would not be left to supply the wants of the royal and mercantile navy. Hence acts were passed in the reigns of Elizabeth and James, forbidding the felling of timber for the smelting of iron, except in certain districts of Kent, Sussex, and Surrey, then the principal seats of the manufacture, and even there the erection of new works was expressly forbidden. These enactments had the effect of greatly checking the manufacture, which shortly ceased in the southern counties, the last iron forged in Kent having been the rails round St. Paul's Cathedral, which were cast at Lamberhurst, about the beginning of last century.

Attention was then directed to the smelting of ironstone by means of pit coal. Large stores of both these minerals existed side by side in the midland counties. Amongst others Lord Dudley gallantly struggled to establish a manufactory in the neighborhood of Stourbridge, and partly succeeded; but what with riots among the ironworkers, who broke into and destroyed his works, and the wars of the Great Rebellion, which ruined his fortunes, the noble lord reaped no advantage from his enterprise. Nothing contributed to arrest the decline in this branch of trade, and towards the middle of last century the number of furnaces, which in James I.'s reign had amounted to 300, fell off to 59, the principal part of the iron consumed in England being imported from foreign countries. The partial use of pit-coal in the process of smelting was revived at Coalbrookdale, in Shropshire, about 1713. The chief difficulty was to keep the coal in a state of combustion sufficiently intense for the purpose of smelting the ore; the hand-worked bellows, or the more powerful water movement, which produced blast enough for charcoal, having comparatively little effect upon coal. This obstacle was finally overcome through the perseverance and enterprise of Dr. John Roebuck, (grandfather of the present member for Sheffield,) who may be said to have originated the modern iron manufacture of Britain, though his merits as a great public benefactor have as yet received but slight recognition. Being a good practical chemist, his inquiries led him, when residing at Birmingham, where he practised as a physician, to seek for more economical methods of smelting iron ore than those then in use. Several gentlemen having joined him in this enterprise, he selected a site on the banks of the River Carron, in Stirlingshire, in the neighborhood of which both coal and iron abounded; and there he

planted the germ of the now celebrated Carron Works. With the assistance of Mr. Smeaton, the engineer, he erected powerful blowing cylinders, worked by water, and supplied by means of an atmospheric engine. The original works were completed in 1759, and before long the Carron castings acquired an extensive celebrity. But besides being the first to manufacture pit coal on a large scale, Dr. Roebuck was the inventor in 1762 of the process for converting the produce into malleable iron, a discovery usually attributed to Henry Cort, whose patent was taken out twenty years later. Dr. Roebuck's specifications leave no room for doubt: the cast-iron was melted on a hearth with a blast, and then worked until "reduced to nature;" in that state it was exposed to "the action of a hollow pit-coal fire, heated by the blast of the bellows until reduced to a loop," which was then "drawn out under a forge hammer into bar-iron." Successive improvements were made by other inventors,—by the Carnegies, in 1766, who invented the reverberating, or air furnace; by Onions, in 1783, who patented the puddling process; and finally by Cort, in 1783-4, who, besides embodying these processes in his patent, introduced the use of grooved rollers, an addition of great importance. But all these appliances would have proved of comparatively small value without the aid of the steam-engine, which was about the same time taken in hand by James Watt. Dr. Roebuck had early discovered the value of Watt's improvements, encouraged him in their prosecution, and eventually became a partner in the patent. But having taken a lease of the Duke of Hamilton's coal near Boroughstoney, with the object of securing an abundant supply of coal for his iron-works, the difficulties encountered in the mining proved so great, that the Doctor was involved in serious embarrassment, and made over his share in Watt's invention, by this time perfected, to Mr. Boulton of Soho, to whom it proved a source of vast wealth.

From the period of the introduction of Boulton and Watt's engines, and their employment in blowing the iron furnaces, the progress has been truly astonishing. The total quantity previously manufactured in Great Britain did not amount to more than twenty thousand tons annually; but by the end of the century the production had increased ten times. The introduction of the hot blast by Mr. Neilson, of Glasgow, in 1828, and the discovery by Mr. Mushet of the Black Band ironstone, gave a further impulse, especially in Scotland—a country in which the metal was formerly so scarce that in the time of the Edwards, the Scotch were accustomed to make predatory incursions into England for the sake of the iron they could carry off, but in the course of last year they not only manufactured sufficient for their own use, but exported 600,000 tons. In England the pig iron produced during the past year reached the astounding quantity of 3,636,377 tons; which, at an average price of £4 a ton, represents a total annual value of fourteen millions and a half sterling. Nor does there seem to be any limit to the supply, for almost boundless stores of the mineral have recently been discovered in Yorkshire, Northamptonshire, and other counties. It is this extraordinary abundance and comparative cheapness of manufactured iron in England which has enabled it to be applied to purposes which formerly were never dreamt of. It promises before long to supersede timber in ships' hulls of large burden. Indeed, a timber ship of even half the tonnage of the Leviathan would be an impossibility. The modern structures in this metal bid fair to equal in grandeur the monuments which have been the admiration of ages; and amongst these triumphs of engineering in our day, iron bridges and viaducts undoubtedly occupy the first rank.

The progress of bridge building has at all times kept pace with that of road making. The best ferries are insufficient to connect the opposite banks of a river, across which there is any considerable amount of traffic. Like everything else, bridges had very humble beginnings. As the prototype of the man-of-war was a canoe hollowed out of the trunk of a tree, so the magnificent bridge

of modern times began with a log thrown across a stream. A number of these laid together and planked would form a track sufficient for foot-passengers and pack horses. But as vehicles came into use, something better was required, and then a bridge of timber or stone was devised. Public benefactors in past times were accustomed to leave money* for structures so useful as the best means of displaying their benevolence and commemorating their names. The stream of traffic, sometimes from a large extent of country on either side, gave great importance to the locality which enjoyed the advantage; and towns and cities became exceedingly jealous of the privileges thus conferred upon them. A curious illustration of this is afforded by what occurred in our capital. Down to 1750 London Bridge formed the only connection between the two sides of the river. Various attempts were made to obtain the benefits of a second bridge, but they were strenuously and successfully resisted. Thus, in 1761, when it was proposed to build a bridge at Putney, the citizens of London rose in opposition to the scheme, and protested against any bridge being established which should enable the traffic to pass from one side of the river to the other without going through the city. When the bill was brought into the House of Commons, a remarkable debate took place, which is recorded by Mr. Grey.† Mr. Love declared the opinion of the Lord Mayor to be, "that if carts were to go over the proposed new bridge, London must be destroyed!" Sir William Thompson opposed it because it would "make the skirts of London too big for the body," besides producing sands and shelves in the river, and affecting the below-bridge navigation, which would cause the ships to lie as low down as Woolwich; while Mr. Boscawen opposed the bill because, if conceded, there might be a claim set up for a third bridge, at Lambeth or some other point. The bill was thrown out on these grounds by a majority of 67 to 54; and for nearly a hundred years more London had no second bridge, notwithstanding that Old London Bridge was so narrow that there was not room for two carts to pass each other. The London Bridge of the present day is capable of accommodating four continuous streams of vehicles, with the addition of wide pavements for foot passengers. Yet it is sometimes "blocked" for an hour together by the press of traffic between London and Southwark; and, on an average, 12,000 vehicles and 60,000 pedestrians cross it daily. Though there are now nine bridges from Putney to the city, five of which, when Westminster Bridge has been completed, will be of iron, the City of London is not "destroyed," and the almost daily cry is for more bridges!

The first employment of iron for the purposes of bridge building was in the form of cast iron. Compared with the weight of a solid stone and lime bridge, a cast iron one possesses the merit of lightness, which is of great value where headway is of importance, or where the difficulties of defective foundations have to be met. The Italian and French engineers, who took the lead in engineering works down to the end of the last century, early discerned the value of the material, and made several attempts to introduce it, but without success, chiefly because of the inability of the early iron-founders to cast large masses, and because it was then more expensive than stone or timber. The first attempt was made at Lyons, in 1755, and one of the arches was put together in the builder's yard; but the project was abandoned as too costly, and timber was eventually substituted. It was reserved for English engineers to triumph over the difficulties. The efforts of Mr. Darby, of the Coalbrookdale Iron Works, to smelt

* One of the first stone bridges in England was erected and endowed by Queen Matilda, who on one occasion narrowly escaped drowning when crossing the river Lea, at Stratford, in Essex. The place was hence afterwards called De Arcubus, or Le Bow.

† Debates of the House of Commons, from the year 1677 to 1694, collected by the Hon. A. Grey, 1767.

iron with coke, had been attended with such success, as to enable it to be cast in masses of sufficient size for building purposes. A bridge was required across the Severn near the village of Brosely in Shropshire, and it was determined to try the experiment of a bridge of cast-iron of about a hundred feet span. It was constructed after the designs of Mr. Pritchard, a Shrewsbury architect; and, though it was on the whole a bold design well executed, the error was committed of treating the arch as one of equilibrium. There seems to have been in addition, some defect in the abutments, which were forced inward by the pressure of earth behind them, and the arch was partially fractured. Nevertheless the bridge proved serviceable, and remains so to this day.

It is a curious circumstance that the next successful contriver of an iron bridge—and that of the very boldest design—was no other than the celebrated, or rather the notorious Tom Paine. The son of a decent Quaker of Thetford, who trained him to his own trade of a staymaker, he seems early to have contracted an intense dislike for the drab-colored circle within which he was immured. Arrived at manhood, he left staymaking for the wild life of a privateersman, serving in two successive adventures; but his father sought him out, and induced him to settle down to his old calling at Sandwich. There he married the daughter of an exciseman, and became an exciseman himself; but his commission lasted only for a year. He then filled the office of usher in several schools, and studied mathematics and mechanics. Again appointed exciseman, he was stationed at Lewes in Sussex, where he acquired some local celebrity as a poet. While there, he was selected to draw up the petition to government from the excise officers for increase of pay—a document which procured him an introduction to Oliver Goldsmith and Benjamin Franklin, and his dismissal from his post. Franklin persuaded Paine to go to America; and the quondam staymaker, privateersman, usher, and exciseman, took a prominent part in the Revolutionary controversy, and performed several important services to the States in negotiating loans with France and Holland, for which he was liberally rewarded by public grants of money and lands. He then settled down at Philadelphia to mechanical and philosophical studies, and speculations on electricity, minerals, and the uses of iron. In 1787, when a bridge over the Schuylkill was proposed to be constructed without any river piers, as the stream was apt to be choked with ice in the spring freshets, Paine boldly offered to build an iron bridge with a single arch of 400 feet span. The same year we find him at Paris, submitting the plan of his bridge to the Academy of Sciences, whose opinion was decidedly favorable. He sent a copy of the same design to Sir Joseph Banks to be submitted to the Royal Society; and he next proceeded to the Rotherham iron works, in Yorkshire, to have his bridge cast. It was a segment of an arch of 410 feet span, and constructed of framed iron panels radiating towards the centre in the form of voussoirs. An American gentleman named Whiteside, having advanced him money on the security of his property in the States, he was enabled to complete the castings of the bridge, which were then shipped off to London, and erected on a bowling green at Paddington. There it was visited by a large number of persons, and regarded as a great success. Suddenly, however, his attention was drawn away from the prosecution of the work by the publication of Mr. Burke's celebrated letter on the French Revolution, which he undertook to answer. Whiteside having become bankrupt Paine was arrested by his assignees, but was liberated by the assistance of two other Americans, who became bail for him. He was now lost for a time amid the surges of the French Revolution. Elected a deputy to the National Convention by the inhabitants of Calais, he had not been long in Paris when Robespierre and other "Friends of Man" had him imprisoned in the Luxembourg, where he lay for eleven months. Having escaped to America, we find him in 1803 presenting to the American Congress a memoir on the construction of iron bridges,

accompanied by several models. It does not appear, however, that Paine succeeded in erecting his bridge. He was a restless, speculating, unhappy being; and it would have been well for his memory if, instead of penning shallow infidelity, he had devoted himself to his original idea of improving the internal communications of his adopted country. In the meantime, however, the bridge exhibited at Paddington had produced results. The manufacturers agreed to take it back as part of their debt, and the materials were used in the noble structure over the river Wear at Sunderland, where it was erected in 1796. This bridge was long regarded as the greatest triumph of the art. Its span exceeded that of any existing stone arch, being 236 feet, with a rise of 34 feet, the springing commencing at 95 feet above the bed of the river; and its height was such as to allow vessels of 300 tons' burden to sail underneath without striking their masts. After its erection, the bridge, being imperfectly braced, deflected laterally to the extent of from 12 to 18 inches; and though the arch was partially restored to its original form by wedges, tie-bars, and braces, its stability has always been regarded as precarious. "If," says Mr. Stephenson, "we are to consider Paine as its author, his daring in engineering certainly does full justice to the fervor of his political career; for, successful as the result has undoubtedly proved, want of experience, and consequent ignorance of the risk, could alone have induced so bold an experiment; and we are rather led to wonder at, than to admire, a structure which, as regards its proportions and the small quantity of material employed in its construction, will probably remain unrivalled."—(To be continued.)

Pittsburg, Fort Wayne and Chicago R. R.

Judging from the determination and energy which is now being evinced by this Company, we can see no reason to doubt the successful termination of their labors by the first of November next. The grading of the road bed is nearly all done, and those portions which are not yet completed, are in such a state of forwardness that they will not impede the progress of the track laying. The bridging is also in a like state of forwardness. The long pile bridge over the Little Calumet river and marsh, in Lake Co., Ind., which when completed will be 4,500 feet in length, is now within 800 feet of completion; a steam pile driver is at work on it capable of driving 50 feet per day; a strong force of carpenters are also at work forming the caps and stringers, and at such a rate they will certainly be out of the way before the track layers approach them. The next, and only unfinished bridges of any magnitude, are those over the outlet of Wolf Lake, just below the State line, and over the Calumet river near Ainsworth, Ill., on both of which steam pile drivers are at work; the piles for the latter being nearly all in, a few days will finish it.

The track laying is now proceeding very satisfactorily, arrangements having been lately made to push it forward with increased rapidity. There are now about twenty miles laid west of Plymouth, leaving sixty-three miles to be laid, and two additional parties are now engaged laying track east and west from the crossing of the New Albany and Salem Railroad. The three parties will now lay from 1½ to 2 miles per day, and as soon as the grading of the sections lying between the Rock Island Railroad Junction and the Calumet River shall have been completed, (which will be in about 30 days,) another track party will commence laying eastward from this end of the line. A ballasting party follows each of the track laying parties, so that by the time the track is ready for use it will be in as good and safe a condition as that of any other portion of the road. The danger of accident, incidental to all "new track," will by this precaution be entirely removed. And from the thorough and excellent manner in which this track is being laid, it will from the first be safer to travel over than any other tracks that have been laid for years.

The iron is all provided for. The Company has about 1,500 tons now lying at Plymouth, and about

2,000 tons at this end of the road, and iron is being delivered at Plymouth from the rolling mills of Messrs. Wood, Morrell & Co., of Johnstown, Penn., at the rate of from 150 to 200 tons per day. The spikes and chairs are all either on hand or contracted for. The latter are a very superior article of "rolled chairs," from the "Phoenix Iron Works" of Pa. The cross ties are nearly all delivered along the line of the road; about 9,000 being on hand in Chicago, and 2,000 per week are being received from Michigan.

The large amount of money (amounting to over \$15,000) necessary to defray the expense of this work is promptly furnished, regularly once a month, by J. Edgar Thompson, Esq., the President of this and the Pennsylvania Central Railroad.

The gentleman whom Mr. Thompson has lately placed in charge of the affairs of the Pittsburg, Fort Wayne and Chicago Railroad Company, as its President *pro tem.*, is F. Haskins DuPuy, Esq., who has large experience both as an engineer and a railroad manager, having been for many years associated with Mr. Thompson upon the Pennsylvania Railroad and other enterprises.

The practical direction of the work is under the direction of Jos. E. Young, Esq., the Resident Engineer.

Mr. Young's efforts are seconded by E. P. Robinson and Walter Katte, Esqs.—*Western Railroad Gazette.*

Railroads in Texas.

The Houston Telegraph, of the 9th inst., furnishes the following summary of the present condition of railroads in Texas:

	Miles under contract.	Miles graded.	Miles finished.
M. E. P. & P.....	13	12	20
S. P. R.....		27	25
S. A. & M. G.....		25	5
H. & T. C.....	22½	60	50
G. H. & H.....	17	30	25
B. B., B & C.....		60	35
Sugar.....		50	7
W. C. R.....	20	4	..
T. & N. O.....	25	5	..
	97½	273	142

This statement shows but a comparative small increase over that published last spring. The reason for this is that on most of the roads work has been suspended since that time, and is only now being again resumed, while on one or two of the roads our statement then, owing to inadequate information, showed more than the real amount graded. The next six months we expect, with but little doubt, will show at least one hundred miles more than there is now.

FOR SALE.

THE undersigned offer for sale the following valuable property in the city of Alexandria, Virginia.

An **IRON FOUNDRY**, with steam power, cupolas, cranes, flasks, and all the fixtures requisite for a first class business, also an extensive assortment of patterns for Railroad Machinery, Mill Gearing, Steam Engines, etc., etc.

The foundry building is of brick, fire-proof, well-lighted and has a clear floor 100 ft. x 60 ft. Also, the square of ground on which the above is located, fronting on the Orange & Alexandria Railroad and containing about 84,000 square ft. of ground.

The position is a very favorable one for the transaction of an extensive foundry business and well worthy the attention of parties disposed to engage in that business.

Also for sale or lease their extensive **LOCOMOTIVE, CAR BUILDING AND MACHINE WORKS** in Alexandria, situated on the River Potomac, comprising Real Estate, Buildings and Machinery for the transaction of a large machine business of any kind.

The location is considered a most desirable one, being immediately on deep navigable water and in a city from which three important railroads diverge, one of which connects with a line of roads terminating at New Orleans, with diverging lines from the South and South-west.

The subscribers will sell or lease this property or they will work it in connection with parties who are disposed to invest capital to purchase an interest with them. It is not deemed necessary to give an extended description of the property, as parties disposed to negotiate will probably examine for themselves.

For terms, etc., apply to
Sm35

SMITH & PERKINS,
Alexandria, Va.

IMPROVED PATENT METALLIC OIL,

MANUFACTURED UNDER THE PATENT OF
J. & W. W. CUMBERLAND,
And under the personal Superintendence of the Inventor.

**THE NEW YORK
CUMBERLAND METALLIC OIL
WORKS,
FOOT OF 24th STREET, EAST RIVER.
OFFICE, 205 BROADWAY,
NEW YORK.**

WE respectfully call the attention of those interested in the running of

**RAILROADS,
STEAMSHIPS,
Machine Shops, Factories,**

and Machinery of all kinds, to the valuable qualities of our Oil.

1. It is **entirely free from Gum**, cools heated journals quicker than water, and keeps them cool by its **superior anti-friction properties.**

2. By its use **less motive power** is required than in using any other oil yet known. It will move machinery with **very perceptibly less motive power than Sperm Oil.**

3. The **same quantity** will last at least **33% per cent. longer than Sperm**, or any other Oil, and the quality is always **strictly uniform** in its season. We make Summer and Winter Oil.

4. Having largely increased the capacity of our works, we have been enabled to reduce the prices below those of last year; and it is our intention to keep it at all times below the price of Sperm.

The prejudice existing against Oils has very properly grown up, and we are fully aware of the deceptions which have been and still are practised by unscrupulous persons; but we are prepared to **substantiate all the foregoing statements** relative to the superiority of our Oils, at

OUR OFFICE, 205 BROADWAY,
by large numbers of certificates of the best managed lines of Railroads, Steamships, Machine Shops, & Factories in this country, testifying to its value as being greatly superior to any other. Most of the certificates being of **prominent Companies**, it is probable that more or less of them will be known to all. We have also the **MEDALS AND DIPLOMAS** awarded to us by the **AMERICAN INSTITUTE.**

We will at all times be ready to **refund the money** if the facts above stated are not **satisfactorily substantiated** on trial of the Oil; and we only solicit from those who have never used it very small trial orders. We also make

**SUPERIOR GREASE,
TALLOW, AND
BURNING OIL.**

The **BURNING OIL** will burn in any lamp that will burn Sperm, lasting longer, and burning without **smell or smoke.**

We manufacture an

**OIL EXPRESSLY FOR
SEWING MACHINES,
GREATLY SUPERIOR TO ANY OTHER,
AND WITH LESS SMELL.**

Several have attempted to **imitate** our Oil, calling it "**METALLIC OIL**," as well as giving it a **similar appearance**; and we would **CAUTION** buyers against them, and advise them to see that our brand—

"NEW YORK CUMBERLAND METALLIC OIL WORKS, FOOT OF EAST 24th ST."

with the names of the inventors and kind of Oil, is upon every package, however small.

Address,—

**N. Y. C. METALLIC OIL WORKS,
205 BROADWAY,
NEW YORK.**

6m35

RAILWAY DIRECTORY

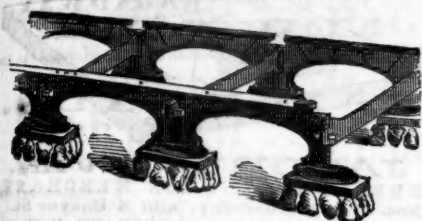
1858,

CONTAINING a correct list of all the **Officers and Directors of the RAILROADS in the UNITED STATES and CANADAS**; together with their Length, Capital, Cost, Debt, Earnings, etc., etc.; compiled from official Reports by J. W. Low, Jr.

Price in Paper covers, 50 cents each.
" " Muslin " 65 " "

Orders addressed to **J. W. LOW, JR.,**
4135 No. 9 South William st., New York.

BEERS' ELASTIC IRON RAILWAY, EMBEDDED TO THE COPING RAIL.



Saving Life and Property from Accident.

HERE is an indestructible railroad resting upon foundations below the frost and entirely independent of its effects, with a rolled iron coping rail maintained in perfect line by the continuous support of the foundation on rail, and between which last, and the coping rail is interposed a packing of vulcanized gutta percha; saving one-third on motive power, and the entire breakage of wheels and axles, which is only a simple result of the jumping and pounding motion communicated to the train, by the undulations in the T rail, which are always increasing, under the pressure of such train; also more than three-fourths of the current cost of relays, and repairs; while the rolling stock will last twice as long, with a large reduction on first cost; making a total yearly saving in current expense of from \$1,600 to \$2,000 per mile, which is equivalent to an additional value of some \$25,000 on every mile of road as compared with semi-wooden structures of nearly equal cost.

Average cost of the iron railway, exclusive of grading, \$11,000 per mile, and worth, at any time during 100 years, \$5,500 for old iron.

Also,—

BEERS' CAST-IRON ENDLESS RAIL, FOR CITY RAILROAD.

This track is laid without tie, string piece, bolt, or spike; the joints are rendered perfect by an upright iron wedge which will wear twenty years without repairs, and then be worth half the first cost as OLD IRON.

Expense per mile, when laid, from \$5,000 to \$6,000. To examine a section of either track, or for descriptive drawings with circular, address the undersigned at BROOKLYN, N. Y.

S. A. BEERS, Civil Engineer,
Inventor and Patentee for U. S. and Europe.

PROPOSALS FOR LEASING THE CHESTER VALLEY RAILROAD.

PROPOSALS will be received at the office of the Chester Valley Railroad Company, No. 429 WALNUT ST., PHILADELPHIA, until the Thirtieth day of September next, for furnishing Stock and Machinery, running the road and keeping it in good order and condition for a period of not less than five years from the thirty-first day of December, A. D. 1858.

Specifications can be seen at the office. The Chester Valley Railroad begins at Bridgeport, Pennsylvania, on the Schuylkill River, near Norristown, (a point 6 miles from Philadelphia) where it connects with the Philadelphia and Norristown Railroad on the North bank, and the Philadelphia and Reading Railroad on the South bank. It is twenty-one miles in length, and runs for the greater part of that length in a line nearly straight (having but few curves) to the terminus at Downingtown, Chester county, where it connects with the Pennsylvania Railroad. With the exception of a light grade near Bridgeport, the Road is perfectly level.

The great Chester Valley which it traverses is unsurpassed in the abundance and fertility of its crops and farming produce, limestone quarries and iron ore beds.—The Road is in good order, and doing an excellent Passenger and Freight business, which is steadily increasing.

All proposals to be addressed to **BENJAMIN REUBEN,** Esq., President of the Chester Valley Railroad Company, Philadelphia.

CHAS. O'NEILL,
Secretary.

6133

REMOVAL.

W. D. STARLING, Metal Broker and Rail Inspector, from Lawrence Pountney Lane, to the Vestry House, Lawrence, Pountney Hill, London, 1857.

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Lord WARD, Proprietor.

MANUFACTURE RAILS, BOILER PLATES, SHEETS, HOOPS and BARS, of every variety of pattern.

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Agents for the United States,
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RAILROAD IRON.

WELSH or Staffordshire make, delivered on board at an English port or at a port in the United States.

NORRIS & BROTHER,
BALTIMORE.

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ATLANTIC CABLE.

THE JOINT COMMITTEE on celebrating the Laying of the Atlantic Cable give notice:

That the 1st day of September next having been determined upon as the day upon which the reception, parade, presentation, and torchlight procession will take place, would request that all Societies and Associations who desire to join in the procession will communicate their intentions to Aldermen Lynes and Owens at No. 5 City Hall, on or before the 25th inst. And it is requested that all Societies and Associations will parade, with appropriate devices, illustrative of the object and design of their Associations.

The Committee have not designated nor made any arrangements with any Society or Societies, except with the Harmonic Society, they having kindly tendered their aid in the ceremonies at the Crystal Palace, and the same having been accepted. The Committee would request that all Musical Societies who desire to unite on that occasion would at once communicate their intentions to C. T. McClenahan, at No. 5 City Hall, that the same may be communicated to the Committee of the Harmonic Society, that adequate provision may be made for their accommodation.

THOS. MOSPEDON, Chairman.

C. T. McCLENAHAN, Secretary.

1-35

RAILROAD IRON AND EQUIPMENTS.

T. A. HOWLAND & CO.

54 WILLIAM ST.,

HAVING the advantage of the most favorable arrangements with both Foreign and American Manufacturers are prepared to supply Railroad Companies with IRON and ROLLING STOCK on the most favorable terms, and also to Negotiate their Securities.

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ARE prepared to fill orders for RAILS of the best quality at the market price.

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RAILROAD IRON. THE RENSSLAER IRON COMPANY, TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.

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32 CHURCH ST.

To LOCOMOTIVE and CAR BUILDERS.

THE subscribers are prepared to negotiate for the purchase of the following equipment for the Northern Railroad of New Jersey:

- 2 NEW LOCOMOTIVES,
- 5 " PASSENGER CARS,
- 5 " BAGGAGE " "
- 4 " 8 WHEEL BODY FREIGHT CARS,
- 2 " " PLATFORM " "
- 10 " 4-WHEEL DUMP GRAVEL " "
- 2 HAND CARS.

All the above to be built for a six foot gauge of track. The Locomotives to be 1st class Passenger Engines of 22 tons weight exclusive of tenders; with driving wheels of 5 feet diameter.

The Passenger Cars to be of the best quality manufacture, not less than 42 feet long, and with 24 or more seats.

The Baggage and Freight Cars to be as good in all respects as the most approved in use.

Address, stating terms, time of delivery, etc., the subscribers at Hoboken, N. J.

SEYMOUR & TOWER,
Contractors and Lessees of the Northern R.R. of N. J.

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G. M. TRACY & CO., STOCKS, BONDS, ETC. LOANS NEGOTIATED.

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STOCKS and BONDS bought and sold at private sale.
Sale every day at 12½ o'clock. See Catalogue.

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No. 45 Wall st., (Phoenix Bank Building).

SOVEREIGNS,
DOUBLOONS,
XX FRANCS,
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X THALERS,
DOLLARS,
and all kinds of
GOLD and SILVER,

Bought and Sold.

BAR GOLD and COIN for SHIPPERS and MELTERS furnished.

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STOCKS and BONDS Bought and Sold on Commission.
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.
NEW YORK, May 11, 1858.

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MANUFACTURED BY THE
SALAMANDER GRATE BAR COMPANY.

THESE Bars are warranted superior to any other kind in use for economy, in durability and saving of fuel. They are adopted in most of the extensive Manufacturing, Steamers and Railroad Companies, who have given testimonials of their superiority.

Orders promptly executed. Send dimensions to the office of the Company, No. 30 Pearl st., N. YORK.

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TWO 26 TON FREIGHT ENGINES, \$5,000 EACH.

4 ft. 8 1/2 in. Gauge, 16 ft. and 4 ft. 6 in. Wheels.
Cylinders, 16x24 157 Flues, 1 1/2 in. 7 in.
These Engines cost \$9,000 each, and have been built
about three years, have new Granks and Tires, and are in
good order. For sale by

WILLIAMS & PAGE,
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TUBULAR RAIL.

Railroad Managers will be interested
by an examination of the "TUBU-
LAR RAIL," patented in Europe
and America by STEPHENS & JAR-
KINS, Covington, Ky. These rails have
decided advantages over any rail
hitherto made, among them the fol-
lowing:

The "Tubular Rail" of 50 lbs. per
yard has greater strength and elastic-
ity, with the same outside surface as
solid rails of 60 lbs. per yard.

Its density is greater,
its welding nearer perfect, and
its durability superior.

Unlike other new forms of rail, it can be put down on the
same chairs, and with the same fastenings, used with common
T rails.

The arrangements to manufacture are such that these rails
can be furnished of any American or Foreign make.

Reference is made to the officers of all the railroads in the
vicinity of Cincinnati.

Additional particulars and circulars may be had by address-
ing E. W. STEPHENS,
Cincinnati, Ohio.

RAILROAD IRON & CHAIRS.

THE LACKAWANNA IRON AND COAL CO.
Are now prepared with increased facilities to contract for
RAILS AND CHAIRS

At their Works at SCRANTON, PENNA.
Address: J. H. SCRANTON, Pres't, at SCRANTON,
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WOOD, MORRELL & CO.,
Having leased the extensive Works of the

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Situated at JOHNSTOWN, CAMBRIA CO., PENNA.,
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ARE now prepared to execute, at short notice, orders for
RAILS of any required pattern or weight, on the most
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IRON BOILER FLUES.

Lap-Welded Boiler Flues,
1 1/2 to 7 inches outside diameter, cut to definite
length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,
From 1/2 to 5 inches bore, with Screw and Socket
Connections. T's, L's, Stops, Valves, Flanges,
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MANUFACTURED AND FOR SALE BY

MORRIS, TASKER & CO.,
PASCAL IRON WORKS.

Established 1821.

Warehouse—209 South Third st.,
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STEPHEN MORRIS, CHAS. WHEELER, JR.,
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MARKET AND SIXTEENTH STREETS,
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IRON AND STEEL

IN ALL THEIR VARIETIES.

BOILER PLATE, CAR AXLES,
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OUT NAILS AND SPIKES, FIG IRON, etc.

Having the selling agency of a number of the Rolling Mills,
Furnaces and Forges in this State, orders for any description of
Iron can be executed.

August 16, 1854.

1533

THE RAILROAD IRON MILL COMPANY, CLEVELAND, OHIO, MANUFACTURERS EXCLUSIVELY OF RAILROAD IRON.

THIS is a new ROLLING MILL, having been working
only eighteen months, and confined to work for roads on
this line between Buffalo and Chicago in re-rolling old Rails.
The capacity is Forty Tons per day. It is well situated for
receiving old Rails, either by Railroad or Lake.

Orders are now solicited
From Roads in other sections of the country; and work will
be made with New Iron in the heads, if desired.

Apply to
ALBERT G. SMITH,
President of the Incorporation.

February, 1853.

RAILROAD IRON.

The Crescent Manufacturing Company,
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ARE now prepared to execute, at short notice, orders for
RAILS of any required pattern and weight, and to re-roll
old rails, on the most liberal terms. Address
N. WILKINSON, Sec'y,
WHEELING, VA.

RAILROAD IRON.

CONTRACTS FOR RAILS,
AT A FIXED PRICE OR ON COMMISSION,
DELIVERED AT AN ENGLISH PORT,

Or at a Port in United States,
WILL BE MADE BY THE UNDERSIGNED,

THEODORE DEHON,
10 Wall st., near Broadway, New York.
500 tons T rails on hand 54 to 57 lbs. per linear yard.

RAILROAD IRON.

The undersigned, Agents for leading Manufacturers in
STAFFORDSHIRE AND WALES,

ARE PREPARED TO CONTRACT FOR DELIVERY
On board ship at Liverpool, or Welsh port.

C. CONGREVE & SON,
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RAILROAD IRON.

The Undersigned, Agents for the Manufacturers,
ARE PREPARED TO CONTRACT TO DELIVER
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RAILS OF SUPERIOR QUALITY,
And of Weight or Pattern as may be required.

VOSE, LIVINGSTON & CO.,
New York, Aug. 1, 1855 9 South William Street.

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The Subscribers, Agents for the Manufacturers,
ARE PREPARED TO CONTRACT FOR THE
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in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,
Boston, June, 1851. 29 Central Wharf.

RAILROAD IRON AND COMMON BARS.

THE UNDERSIGNED,
Sole Agents to Messrs. GUEST & CO.,
The Proprietors of the Down's Iron Works,
Near Cardiff, South Wales,

ARE daily authorized to contract for the sale of their G. L.
Railroad Iron, and Common Bars, on most advantageous
terms.

R. & J. MAXIN, 70 Broad st.

Railroad Iron.

300 TONS WELSH RAILS, Erie pattern, 56 lbs. to
the yard, in bond, or duty paid.

Also, RAILROAD SPIKES, LUBRICATING OILS,
METALS, and other RAILROAD MATERIALS for sale
by DELAPIERRE & LOCKWOOD,
June 1 1858 3m 45 Cliff st., New York.

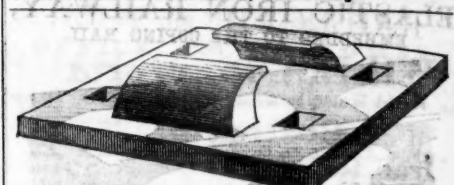
NEW ENGLAND RAILROAD MUTUAL FIRE INSURANCE CO.

Office, No. 11 Railroad Exchange, Boston.

THIS Company, composed of Railroad Corporations, in-
sures on the Mutual principle, against loss by Fire,
BUILDINGS, BRIDGES, ROLLING STOCK, and other
property in which the members have an insurable interest.

DIRECTORS:
F. Hooper, Uriel Crocker, Charles L. Putnam,
Stephen Fairbanks, Wm. Minot, Jr., S. H. Walley,
Wm. A. Crocker, L. M. Spelman, Waldo Higginson.

WALDO HIGGINSON, President.
CHARLES G. HOBART, Secretary.



JACOB ROWE, GENERAL COMMISSION MERCHANT,

Nos. 6 & 8 Broadway, and 8 Beaver St.

ORDERS received for all sizes MERCHANT, BAR and
RAILROAD IRON, AMERICAN and SCOTCH
PIG IRON, SUPERIOR WROUGHT IRON RAILROAD
CHAIRS, SPIKES, CAR WHEELS, NAILS, ETC., ETC.

OFFICE, 8 BROADWAY.
Corner Beaver st., opposite the Bowling Green, NEW YORK.

REFERS TO
Messrs. Cooper & Hewitt, Messrs. Stillman, Allen & Co.
Messrs. Wm. Oothout & Bro., Peter Cooper, Esq.
Messrs. Marshall Lefferts & Bro., James L. Jackson, Esq.

ST. LOUIS STEAM FORGE.

ROBERTSON & LOWE,
COR. MAIN AND CEDAR STREETS,
ST. LOUIS, MO.,

CAR AXLES, AND EVERY DESCRIPTION OF LOCOMOTIVE FORGINGS.

ALSO,
STEAMBOAT SHAFTS, CRANKS, TOBACCO SCREWS,
HAMMERED BAR IRON,
AND EVERY VARIETY OF
Forgings for Machinists' Use.

NOTICE TO Presidents, Directors and Gen. Superintendents OF RAILROADS.

I WISH TO INTRODUCE MY NEW PATENT
CAR BRAKE

which I claim to be the cheapest, strongest and most efficient
of any now in use. AND WILL AT MY OWN COST
PUT THE BRAKE ON ANY CAR OF A COMPANY
WHO WOULD DESIRE TO TEST ITS MERITS. All
those interested are invited to call at 61 Chambers st.,
where the model and specifications are to be seen.

6m25 J. D'HOMERGUE.

AMERICAN COAL CO.

GEORGE'S CREEK SEMI-BITUMINOUS COAL.

THIS Company is prepared to contract for the sale of their
coal, delivered on board vessels at the depots at Baltimore,
Georgetown and Alexandria, on the most favorable terms. The
coal is from the George's Creek basin, entirely free from slate,
and for steamers, locomotives and foundries is unsurpassed and
unequalled in quality by any coal brought to this market, ex-
cept that coming from the same basin.

The Company will procure vessels at the lowest rates, when
desired, without charge.

Orders for quantities less than a cargo, will be filled at the
yard of RANDALL & MORRELL, Jersey City, adjoining the
Cunard Wharf.

Office, 50 Exchange Place. W. TITUS, Sec'y.

VAN RIPER'S DINING SALOON.

Nos. 34 and 34 1/2 Pine Street.

MERCHANTS and others doing business in the vicinity of the
Custom House, should patronize this well conducted es-
tablishment.

Every care will be taken to give satisfaction to the most fas-
tidious, and the proprietor feels confident in his ability to please
those of his friends and strangers who may favor him with a call.

THEODORE VAN RIPER, Prop'r.

H. H. GOODMAN & CO.,
No. 7 WALL ST., NEW YORK,
Dealers in Railway, City, County, and State

BONDS,
RAILS, LOCOMOTIVES, &c.
We have on hand and for sale, of County Bonds—
Hardin County (Ky.), 6 per cts. Davidson City (Tenn.), 8 p.cts.
Carter, Bath, and Montgomery (Ky.), 6 per cts. Iowa County (Wis.), 8 per cts.
Also a variety of CITY, COUNTY, and RAILWAY
SECURITIES in smaller lots.
April 30th, 1866.

RAILROAD SUPPLIES.
WILLIAMS & PAGE,
No. 44 Water, between Congress and Kilby Streets,
Boston, Mass.

Iron Rails, Chairs, & Spikes,
FREIGHT AND COAL CARS,
(on hand or made at short notice.)

Wheels and Axles of all kinds,
LOWMOOR, AMES, BOWLING, AND NASHUA TIRES,
IRON AND STEEL,
Of all kinds for Shops and Tracks.

Car Trimmings, Paints, Oil, Varnish, Car and Switch
Locks, Ventilators, Lanterns, Head-Lights, Gauges, Rubber
Springs, Chairs, Hose and Belting, Ash, Pine and other Timber,
and ALL MATERIALS USED in Equipment and Repairs of
Railroads, Engines and Cars, at lowest prices.

THOS. S. WILLIAMS, PHILIP S. PAGE,
Late Supt Boston & Me. R. R. Late PAGE, ALDEN & Co.

REFERENCES.
JAMES HAYWARD, President PHILIPS, DODGE & Co., N.Y.
Boston and Maine R. R. COOPER, HEWITT & Co., do.
Capt. Wm. H. SWIFT, Boston. REEVES, BUCK & Co., Phila.
Geo. H. KUHN, Esq., Boston. R. S. CHESBROUGH, Chicago.
R. M. FELTON, Pres't Phila. W. & B. R. R.

OLD STAND.
RAILROAD AND CAR FINDINGS.
A. BRIDGES & CO.,
SUCCESSORS TO BRIDGES & BRO.,

Will continue the Railroad and Car Furnishing business,
and deal in Locomotive and Hand Lanterns, Enamelled
Head Lamps, Brass and Silver Trimmings, Cotton Duck for Car
Covers, Portable Forges and Jack Screws, Bolts, Nuts and
Washers, Ship and Bridge Bolts, and Iron Forgings of almost
every description, etc., etc., at the OLD STAND,
54 COURTLAND ST., NEW YORK.
Orders for the purchase of goods on commission, aside
from our regular business, respectfully solicited.

ALBERT BRIDGES, JOEL C. LANE.
Of the late firm of
BRIDGES & BRO.

F.W. Rhineland, James A. Boorman, Edwin A. Post
RHINELANDER, BOORMAN & CO.,
RAILWAY AGENTS

AND
COMMISSION MERCHANTS,
SUPPLY ALL MATERIAL AND ARTICLES USED IN THE
CONSTRUCTION AND OPERATING OF RAILWAYS.
BANK OF COMMERCE BUILDING, NEW YORK.

REFER TO
John A. Stevens, Esq., President Bank of Commerce.
Sam'l Sloan, Esq., President Hudson River Railroad Co.
James Boorman, Esq., Messrs. Stillman, Allen & Co.
Messrs. Cooper & Hewitt, Messrs. Duncan, Sherman & Co.

W. K. JESUP & CO.,
No. 44 EXCHANGE PLACE,
RAILWAY AGENTS AND
COMMISSION MERCHANTS,
DEALERS IN FOREIGN AND AMERICAN
RAILROAD IRON,
HAVE FOR SALE ON COMMISSION
LOCOMOTIVE ENGINES,
PASSENGER AND FREIGHT CARS,
WROUGHT AND CAST IRON CHAIRS,
Spikes, Car Wheels, Axles, Tyres, etc.

S. B. BOWLES,
MANUFACTURER AND DEALER IN
RAILROAD
SUPPLIES,
No. 12 GOLD STREET,
(Between PLATT and MAIDEN LANE.)
NEW YORK.

A. S. & A. G. WHITON
72 FINE ST., NEW YORK,
DEALERS IN

RAILROAD IRON,
CHAIRS AND SPIKES,
LOCOMOTIVES,
PASSENGER AND FREIGHT CARS.
MANUFACTURERS' AGENTS

FOR Seller's Iron Turn Tables, Dimpfel's Patent Blower,
Gardiner's Volute Car Springs and
RAILWAY SUPPLIES GENERALLY.

ALSO
NEGOTIATORS OF SECURITIES.

GEO. M. FREEMAN,
SUCCESSOR TO
PRATT & FREEMAN,
PHILADELPHIA
RAILWAY SUPPLY AGENCY,
No. 123 WALNUT STREET,
PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings,
MACHINERY and MACHINISTS' TOOLS,
MINERS' TOOLS, ETC.
COTTON WASTE.
WHITE and YELLOW CAR GREASE,
LOCOMOTIVE BRASS WORK,
Baggage Checks, Barrows, etc., etc.,
RAILROAD LANTERNS, SIGNAL LIGHTS,
STEAM GAUGES, COCKS and WHISTLES,
INDIA RUBBER HOSE PACKINGS, ETC.
LANTERNS OF ALL DESCRIPTIONS,
ENGINE, STATION, and SIGNAL BELLS,
Superior Car Upholstery, etc.
AGENCY OF THE KEROSENE OIL COMPANY.
Orders solicited, promptly filled, and forwarded with
despatch and care at the manufacturers' lowest prices.

CINCINNATI.
HEWSON & HOLMES,
AUCTIONEERS AND STOCK BROKERS,
Have regular sales of Stocks, Bonds, and other Securities
EVERY
WEDNESDAY and SATURDAY,
At 1 o'clock at the Merchant's Exchange,
AND IF ENQUIRED,
SPECIAL SALES
ON MONDAY, TUESDAY, THURSDAY, AND FRIDAY.
OFFICES—Nos. 83 and 85 Walnut street.
Where they offer at private sale
A GREAT VARIETY OF
State, County, City and Railroad BONDS and STOCKS
NEGOTIATE
LOANS, NOTES, BILLS OF EXCHANGE,
AND COLLECT
DIVIDENDS, LEGACIES, DEBTS, &c.
REFERENCE—Ohio Life Insurance & Trust Company Bank

CINCINNATI STOCK EXCHANGE.
KIRK & CHEEVER,
Stock Brokers and Railroad Agents,
No. 83 WEST THIRD STREET,
CINCINNATI, OHIO.
Railroads Stocks, Bonds, &c., bought and sold on commission.
Regular sales at public auction at the MERCHANTS' EXCHANGE.

FINAL SALE OF
LOTS!
IN
KENTUCKY CITY!

On MONDAY, 27th day of
SEPTEMBER, 1858.
Will commence the second and final Sale of Lots in this
growing and most interesting
YOUNG CITY.

The Trustees in announcing this Sale, feel warranted in as-
suring the public that at no point in the West can there be
found **EQUAL OPPORTUNITIES** for safe and
profitable investment.

KENTUCKY CITY
(is located on the east bank of the Mississippi, upon the near-
est high land, (or above overflow), to the mouth of the Ohio
river, and for all practical business purposes, is, and will for-
ever be the mouth of the Ohio.
KENTUCKY CITY and COLUMBUS contains
four thousand three hundred acres, laid off into lots, streets,
alleys, etc.; 500 acres in quarter and half lots; the remainder
in one, two, four, ten, twenty, forty and sixty acre lots. It is
from 4 to 210 feet above high water mark, and surrounded by
a high,

Healthy and Fertile Country,
Rapidly growing in wealth and population, with a salubrious
climate, and generous, liberal, enlightened and refined society.
There was wanted but one further feature to make this the most
commanding point on the great "Father of Waters." This
was uninterrupted communication with the interior of the ad-
jacent States, to accommodate internal commerce and facilitate
the interchange of commodities. That want is now fully met
by the established system of

RAILROADS
Which has fixed **KENTUCKY CITY** as the center
of a network of Railroads stretching out and affording
connections in all directions with the interior and with the cities
and lakes of the North and East, and ramifying throughout
the whole South and West.

That the public may not be led off by suspicious that this is
a mere city on paper, we request you to enquire—to come and
see—for yourselves.

See the MAP—**Kentucky City** is the northern termi-
nus of the Great Mobile and Ohio Railroad—460 miles long.
See also our railroad connection by Union City and along the
Nashville and North western Railroad via Paris and Clark-
sville to Nashville, 170 miles. Also, by Kenton and along the
Memphis and Ohio road to Memphis, about 160 miles. Also,
via Jackson, Tenn., Holly Springs, Canton and Jackson, Miss.,
to New Orleans, 500 miles. Also, via Corinth, thence along
the Memphis and Charleston Railroad to Tusculum, Hunts-
ville, Chattanooga, Knoxville and the East, and with Atlanta
and Savannah, Georgia. Also, by the Fulton and Texas Rail-
road via Little Rock, through Arkansas and Texas to the
Pacific Ocean.
Also, by the Iron Mountain Railroad to St. Louis, 160 miles.
Also, by the

STEAM FERRY PACKETS,
Plying to and fro with Cairo and the Illinois Central Railroad
to Chicago and the whole North-west.

Intelligent, enterprising and practical men who will come and
see and investigate in person, will be convinced that the extra-
ordinary commercial advantages and facilities of Railroad
and Steamboat Transportation possessed by **Ken-**
tucky City secures to this point requisites for manufactur-
ing and commercial purposes, which must, of necessity, cause
it speedily to become the great intermediate city between the
NORTH and the **SOUTH**, at which the productions and
manufactures of each section will be concentrated for sale, or
to be exchanged for those of the other.

The Hon. Post Master General, in a recent report, says:
"No man can look at the map of this country without his eye
finally resting on the mouth of the Ohio as the center of popu-
lation and commerce of the United States."

The sale is to be made without reserve, and in good faith,
and there will always be a reliable gentleman on the ground,
whose pleasure and duty it will be to give all needful informa-
tion, and answer all written or oral interrogatories. Then let
no one permit himself to be led off by rumor, when the facts
are so accessible to all.

Sale to commence—
Monday, September 27th, 1858
and continue until all the Lots are sold.

TERMS OF SALE.
Ten per cent, cash in hand, for the residue, a credit of one
and two years, with interest.

BEN EDWARDS GREY,
E. I. BULLOCK,
W. H. H. TAYLOR,
Trustees.
Address for full information,
FRANK JAY McLEAN, Atty in fact
Kentucky City, Ky.

THE ALBERT FREESTONE COMPANY

SUPPLY THE BEAUTIFUL

Buff-Colored Freestone

WHICH enters into a large number of the finest Buildings recently erected in New York, Baltimore, Philadelphia, Portland, Halifax, Norfolk, St. John, etc.

They also furnish the SAME STONE of a BROWN COLOR with a ROSE TINGE.

Orders will be taken for any point on the Atlantic Seaboard or for inland cities.

Directors:—JOHN TRAVERS, CHARLES E. ANDERSON, JOSEPH FOWLER, SAMUEL P. DIMSMORE, M. DUDLEY BEAN, GEORGE E. COOK, WILLIAM H. DUNCAN, HENRY V. POOR.

JOHN TRAVERS, Esq., Pres't; CHARLES E. ANDERSON, Esq., Vice Pres't; JOSEPH FOWLER, Esq., Treas'r; SAMUEL P. DIMSMORE, Secretary.

Offices: 16 Nassau St., (Commonwealth Building,) N. York. Communications by Mail should be addressed to the Secretary.

Manager of the Quarries:—CAPT. GEO. LANG, Harvey, New Brunswick.

"The great beauty of this stone commended it to our committee; the stone is universally admired."—*Pennsylvania R. R. Co.*

"No sulphuret of iron in it."—*Francis Alger, Esq., Boston.*

"Average resisting power to the square inch 6,632 lbs.—more by a 110 lbs. than any other Freestone in use."—*Hatfield's Tests.*

"Is without grain or cleavage."—*T. Burstall, Engineer, Birmingham, Eng.*

"Coming to be the favorite material."—*N. Y. Times.*

"Finest Freestone in N. America."—*The late J. G. Percival.*

"Surfaces of this Freestone, for ages exposed to the weather, have perfectly withstood the action of water and frost."—*Professor C. T. Jackson, Boston, Mass.*

"It has a color unsurpassed, one of the neutral tints which harmonizes with everything in nature, and is equally pleasant to the eye in fair day or foul, and whether the building has a background of sky, water or foliage."—*N. Y. Express.*

"It contains no scale of mica, no carbonate of lime."—*F. Alger.*

"A grand building stone."—*New York Evening Post.*

"Beyond doubt the very best material we have ever seen in this country."—*John Struthers, Philadelphia.*

"Frost, snow and ice of the severest winters have no effect upon it."—*John Whitelan, Baltimore.*

"Light, agreeable and cheerful color, and gives a pleasant aspect to our streets. Retains its uniformity of color."—*Professor C. T. Jackson, Boston, Mass.*

"I greatly admire your beautiful Freestone, and only regret that the Building to which I have devoted so much of my time and means, was not built of it."—*Peter Cooper, Esq., N. York.*

"Must not be confounded with any other stone from the British Provinces."—*Company's Circular.*

"A monopoly of the very best building material in the world."—*Professor J. L. Hayes Washington, D. C.*

WATERBURY BRASS AGENCY,

ALEX. ANDERSON, AGENT.

52 BEEKMAN STREET, NEW YORK,

FOR THE SALE OF

SHEET BRASS,

COPPER AND BRASS WIRE,

BRASS AND COPPER TUBING,

COPPER RIVETS AND BURS, ETC.

Manufactured at WATERBURY, Conn.

PROSSER'S PATENT

LAP-WELDED

IRON BOILER TUBES,

SAFE FROM END TO END.

EVERY article necessary to DRILL THE TUBE-PLATES and to SET THE TUBES in the best manner.

Tubes CLEANERS, Steel-Wire and Whalebone BRUSHES.

Tubes for ARTESIAN WELLS. Pump Shafts, Line Shafts, conveying Steam or Water, etc., etc. SCREWED TOGETHER, FLUSH ON BOTH SIDES, or WITH COUPLINGS either outside or inside; also EXPANDED INTO FLANGES.

PATENT SURFACE CONDENSER.

—

AGENTS FOR

KRUPP'S CELEBRATED CAST-STEEL

for SHAFTS, RAILWAY AXLES, TIRES, PLATE'S ROLLERS, RIFLE AND GUN BARRELS, CANNON, &c.

THOMAS PROSSER & SON,

28 PLATT ST., NEW YORK.

700 Railroad Iron.

700 TONS, about, or in store, of "W. Crawshaw's make. For sale by

THEODORE DEHON,

10 Wall st., near Broadway,

New York.

1,000 Railroad Iron.

1,000 TONS Railroad Iron, weighing about 58 lbs. per yard, "Erie" pattern, of best quality Welsh make, now ready for delivery, for sale by

VOSE, LIVINGSTON & CO.,

9 South William st.


August 1st, 1857.

RICHARD B. COWLEY,

MANUFACTURING JEWELER,

34 Division st., 3rd floor, City of New York.

MASONIC, Sons of Temperance and Odd Fellows Lodge Jewels, from new patterns and dies, made to order and constantly on hand.

All orders promptly attended to. 

RAILROADS AND STEAMBOATS.

FOR BOSTON AND PROVIDENCE via NEWPORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Brown, leaves New York every TUESDAY, THURSDAY and SATURDAY, at 5 o'clock P. M., and the BAY STATE, Capt. Jewett, on MONDAY, WEDNESDAY and FRIDAY, at 5 o'clock P. M.; from Pier No. 3, N. R., near the Battery; both touching at Newport each way.

Hereafter no rooms will be regarded as secured to any applicant until the same shall have been paid for.

Freight to Boston is forwarded through with great dispatch by an Express Freight Train.

WM. BORDEN, Agent, Nos. 70 and 71 West st.

The REGULAR MAIL LINE

VIA STONINGTON, for BOSTON and PROVIDENCE

—Inland route—the shortest and most direct, carrying the Eastern Mail.

The steamers PLYMOUTH ROCK, Capt. Joel Stone, and C. VANDERBILT, Capt. W. H. Frasee, in connection with the STONINGTON & PROVIDENCE and BOSTON & PROVIDENCE RAILROAD, leaving New York daily (Sundays excepted) from Pier No. 2, North River, first half above Battery Place, at 6 o'clock P. M., and Stonington, at 8 1/2 P. M.; or on the arrival of the mail train which leaves Boston at 5.30 P. M.

The C. VANDERBILT, from New York Monday, Wednesday and Friday; from Stonington Tuesday, Thursday and Saturday.

The PLYMOUTH ROCK, from New York Tuesday, Thursday and Saturday; from Stonington Monday, Wednesday and Friday.

Passengers proceed from Stonington per railroad to Providence and Boston in the Express Mail Train, reaching said places in advance of those by other routes, and in ample time for all the early morning lines connecting North and East. Passengers that prefer to remain on board the steamer, enjoy a night's rest undisturbed, breakfast if desired, and leave Stonington in the 7 A. M. train for Providence and Boston.

A baggage master accompanies the steamer and train through each way.

For passage, berth, state rooms or freight, apply on board the steamer, or at the Freight Office, Pier No. 2 North River, or at the office No. 10 Battery Place.

RAILROAD MAPS,

THE BEST "GUIDE" IN THE WORLD,

FOR SALE AT THIS OFFICE.

Price of Pocket Edition, by mail, pre-paid,\$1.00

" Mounted on Rollers..... 3.00

" " " Colored in Counties..... 5.00

RAILROADS.

NEW YORK & NEW HAVEN R. R.

1858. SUMMER ARRANGEMENT. 1858.

Commencing May 13, 1858.

Passenger station in New York, corner 27th st. and 4th av.; entrance on 27th st.

TRAINS LEAVE NEW YORK

For New Haven, 7.30 A. M. [ex.]; 12.45, 3.45, 4.20 [ex.], and 5.30 P. M. For Bridgeport, 7.30 A. M. [ex.], 12.45, 3.45, 4.20 [ex.], and 5.30 P. M. For Milford, Stratford, Fairfield, Southport and Westport, 7 A. M.; 12.45, 3.45, 5.30 P. M. For Norwalk, 7.30 A. M.; 12.45, 3.45, 4.20 [ex.], 4.45, 5.30, 6.30 P. M. For Darien and Greenwich, 7.30 A. M.; 12.45, 3.45, 4.45, 5.30, 6.30 P. M. For Stamford, 7.30 [ex.], 9 A. M.; 12.45, 3.45, 4.20 [ex.], 4.45, 5.30, 6.30 P. M. For Port Chester and intermediate stations, 7.30 A. M.; 12.45, 3.45, 4.45, 5.30, 6.30 P. M.

CONNECTING TRAINS.

For Boston, 8 A. M. [ex.], 4.20 P. M. [ex.]. For Hartford and Springfield, 8 A. M. [ex.], 4.20 P. M. [ex.]. For Connecticut River Railroad to Montreal, 8 A. M. [ex.], and 4.20 P. M. [ex.], to Northampton. For Canal Railroad to Northampton, 8 A. M. [ex.], and 12.45 P. M. For Housatonic Railroad, 8 A. M., 4.20 P. M. For Naugatuck Railroad, 8 A. M., 12.45 and 3.45 P. M. For Danbury and Norwalk Railroad, 7.30 A. M., 4.20 P. M.

JAMES H. HOTT, Supt.

NEW JERSEY RAILROAD.

For Philadelphia and the South and West,

VIA JERSEY CITY.

MAIL and Express Lines leave New York at 8 and 11 A. M., and 4 and 6 P. M.; fare \$3; 11 and 4 go to Kensington. Through Tickets sold for Cincinnati (\$17 and \$18.50) and the West, and for Baltimore, Washington, Norfolk, etc., and through baggage checked to Washington in 8 A. M. and 6 P. M. trains.


W. WOODRUFF, Assistant Supt.

No baggage will be received for any train unless delivered and checked fifteen minutes in advance of the time of leaving.

New York and Erie R. R.

On and after Monday, May 10, 1858, and until further notice

PASSENGER TRAINS

will leave Pier foot of Duane street,  as follows, viz:—

DUNKIRK EXPRESS, at 6 A. M. for Dunkirk and principal intermediate stations.

MAIL TRAIN, at 8 A. M., for Dunkirk and Buffalo, and intermediate stations.

BOOKLAND PASSENGER, at 3 P. M., from foot of Chamber st., via Piermont, for Suffern's and intermediate stations.

WAY PASSENGER, at 4 P. M., for Newburgh, Middletown and intermediate stations.

NIGHT EXPRESS, at 5 P. M. for Dunkirk and Buffalo.

The above trains run daily, Sundays excepted.

These Express Trains connect at Elmira, with the Elmira, Canandaigua and Niagara Falls Railroad, for Niagara Falls; at Binghamton with the Syracuse and Binghamton Railroad, for Syracuse; at Corning with Buffalo, Corning and New York Railroad, for Rochester; at Great Bend with Delaware, Lackawanna and Western Railroad, for Scranton; at Hornellsville with the Buffalo and New York City Railroad, for Buffalo; at Buffalo and Dunkirk with the Lake Shore Railroad or Cleveland, Cincinnati, Toledo, Detroit Chicago, etc.

CHARLES MORAN, President.

HUDSON RIVER R. R.

FROM May 10th, 1858, Trains will leave Chambers street station as follows: Express Trains, 6 A. M., and 5 P. M.; Albany and Troy Passenger Train, 11 1/2 A. M. and 10 P. M.; for

Dobbs' Ferry, 6 1/2 A. M. and 4 P. M.; for Tarrytown, 7 P. M.; for Sing Sing, 10 1/2 A. M. and 3 P. M.; for Poughkeepsie, 8 A. M., 1 P. M. and 3 1/2 P. M.; for Peekskill, 5 1/2 P. M. The Poughkeepsie, Peekskill, Sing Sing, Tarrytown and Dobbs' Ferry Trains stop at the Way stations. Passengers taken at Chambers, Canal, Christopher and Thirty-first streets. Trains for New York leave Troy, at 4 1/2 and 10.25 A. M., and 4 1/2 and 9 1/2 P. M.; and Albany, at 4 1/2 and 10.25 A. M., and 4.05, 4.45 and 3 1/2 P. M.; on Sundays, at 9 1/2 P. M.

A. F. SMITH, Supt.

U. S. MAIL AND EXPRESS ROUTE

DIRECT FOR

Iowa, Kansas and Nebraska.



CHICAGO, BURLINGTON & QUINCY RAILROAD.

THE ONLY DIRECT ROUTE FROM

CHICAGO TO AURORA, MENDOTA, PRINCETON, GALESBURG, QUINCY, BURLINGTON, ANY PART

OF SOUTHERN OR CENTRAL IOWA, KANSAS OR NEBRASKA.

PASSENGER TRAINS leave the Central Depot, foot of South Water street, Chicago, daily as follows:—

9.45 A. M.—MORNING EXPRESS.—Connecting at Mendota with Illinois Central Railroad, north for Amboy, Dixon, Galena and Duane, south for La Salle, Bloomington, Decatur, Springfield, Jacksonville, St. Louis, Cairo, &c.; at Galesburg with Northern Cross R.R. for Quincy, &c.; and at Burlington with Burlington and Missouri River R. R., with Packets for points up and down the Mississippi river.

8.45 P. M.—EVENING EXPRESS.—Making same connections as above.

NO TRAIN SATURDAY EVENING.

ONE TRAIN SUNDAY, 8.45 P. M.

BAGGAGE CHECKED THROUGH TO BURLINGTON AND QUINCY.

THROUGH TICKETS can be procured at all the principal eastern railroad offices and in Chicago at the Depot and at the Michigan Central R. R. office, corner of Lake and Dearborn streets, opposite the Tremont House.

SAM'L POWELL, Gen. Ticket Agent. C. G. HAMMOND, Gen. Supt.

Philadelphia, Wilmington & Baltimore Railroad.

UNITED STATES MAIL ROUTE TO THE

SOUTH AND WEST.



Trains will leave the Southern and Western Station, corner Broad and Prime streets, Philadelphia, at 8.30 am. 12.45, 3.11 pm.

FARE BY THROUGH TICKETS TO THE SOUTH.

From New Yc Wilmington.....\$15 00

do c Norfolk..... 8 00

From Philadelphia to Wilmington..... 14 00

do do Norfolk..... 6 00

do do Petersburg..... 9 00

do do Richmond..... 5 00

FARE BY THROUGH TICKETS TO THE WEST.

From New York to Cincinnati.....\$17 00

do do Louisville..... 19 00

From New York to Indianapolis..... 19 00

From Philadelphia to Cincinnati..... 16 00

do do Louisville..... 18 00

An extra charge will be made for meals and state rooms on board the boat.

GEORGE A. PARKER, Supt.